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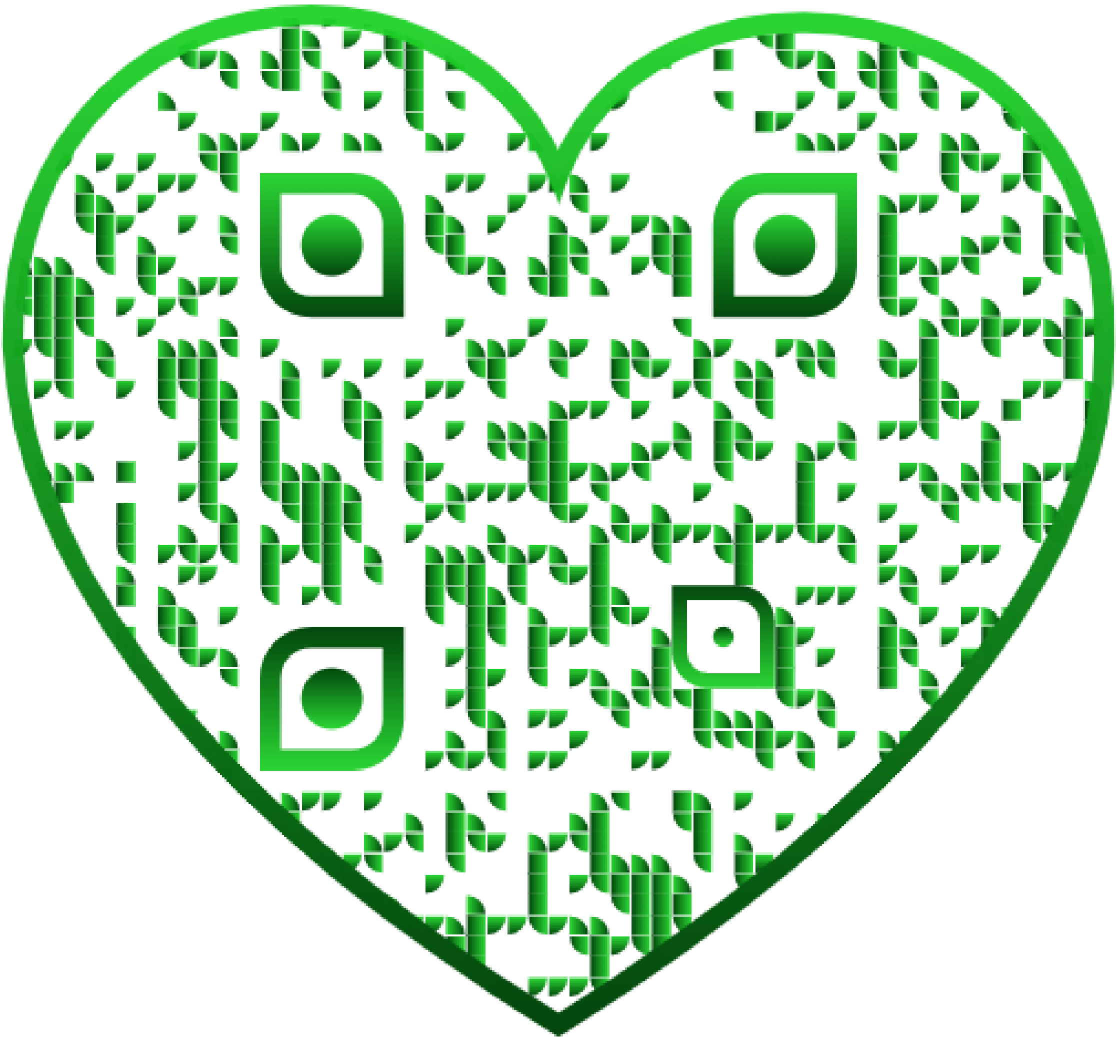
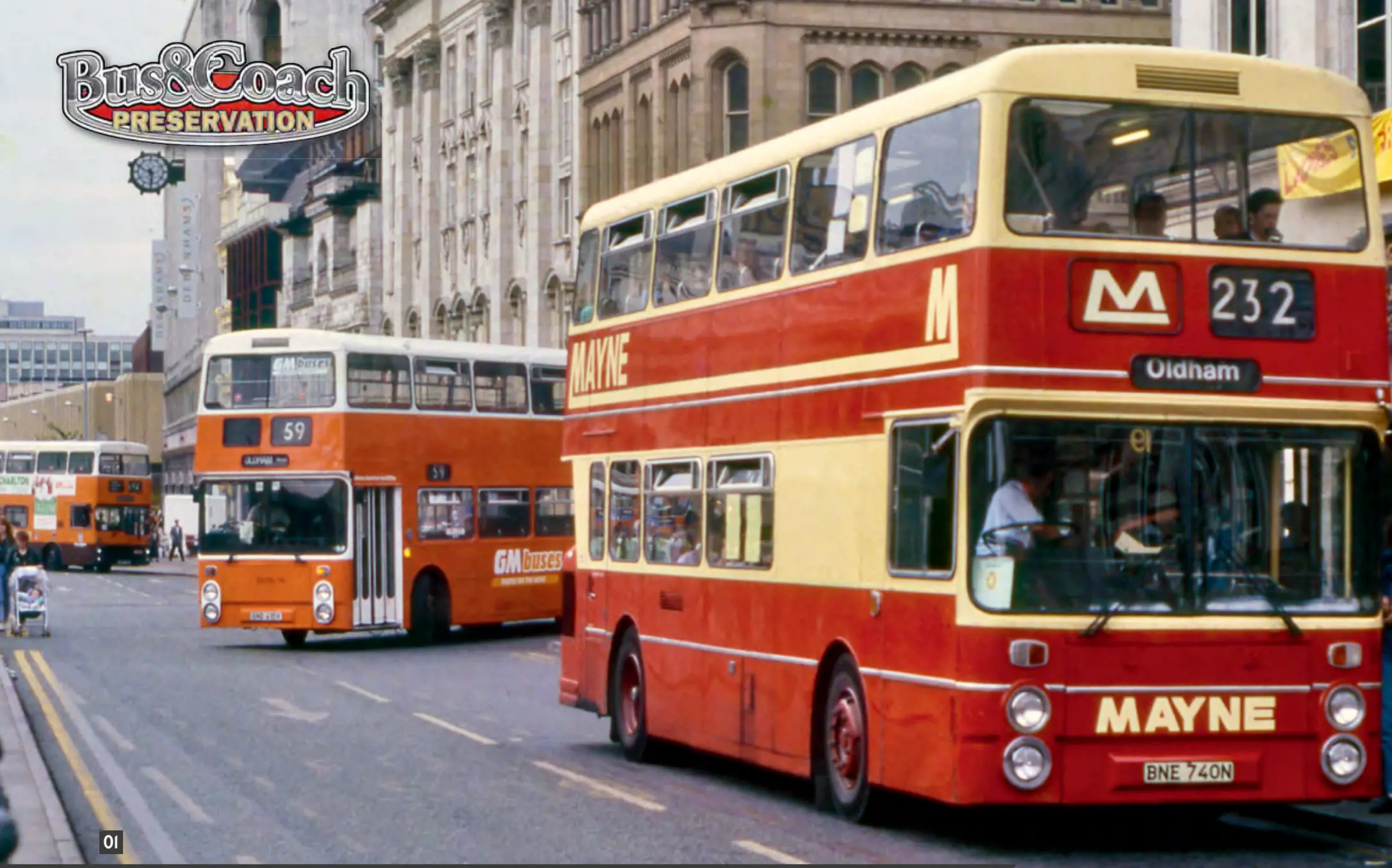




01

Maynes of Manchester

Maynes of Manchester began life more than 80 years ago when Arthur Mayne used a horse and cart to deliver furniture from his shop in Bradford before the Second World War.

His son, also called Arthur, then bought a lorry which he converted into a bus in 1923 to run weekend trips to the seaside, football matches and race meetings.

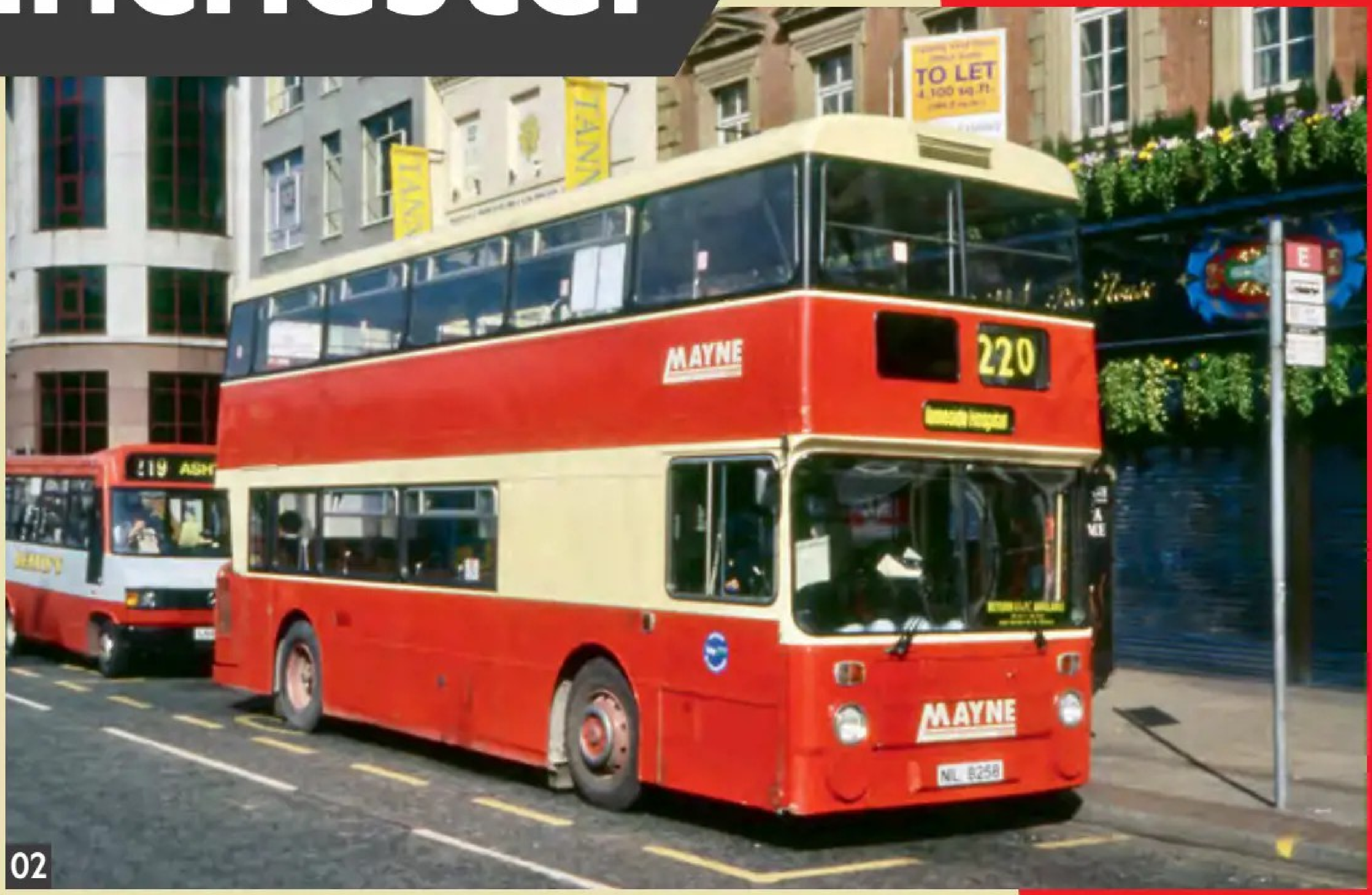
Maynes were for many years the only small independent to run into Manchester on a joint service with Manchester Corporation. In contrast to Manchester's allegiance to Leyland and Daimler products, Mayne was an AEC devotee for many years.

Bus services were operated by a separate legal entity, A Mayne & Son Ltd, mainly in East Manchester, with the majority of its services running between Ashton-under-Lyne and Manchester via Ashton New Road.

The family-owned company resisted attempts by Manchester Corporation to take-over these services over many years, coping successfully in the cut-throat deregulation climate. Post-1986.

As Maynes extended its operations into coach services, it sold its bus division to Stagecoach Manchester in 2008. Mayne Coaches continued to operate until being placed in voluntary administration in 2022. All if these views were captured in Manchester Piccadilly on various dates.

Pictures: PRESBUS ARCHIVE/PHILIP LAMB



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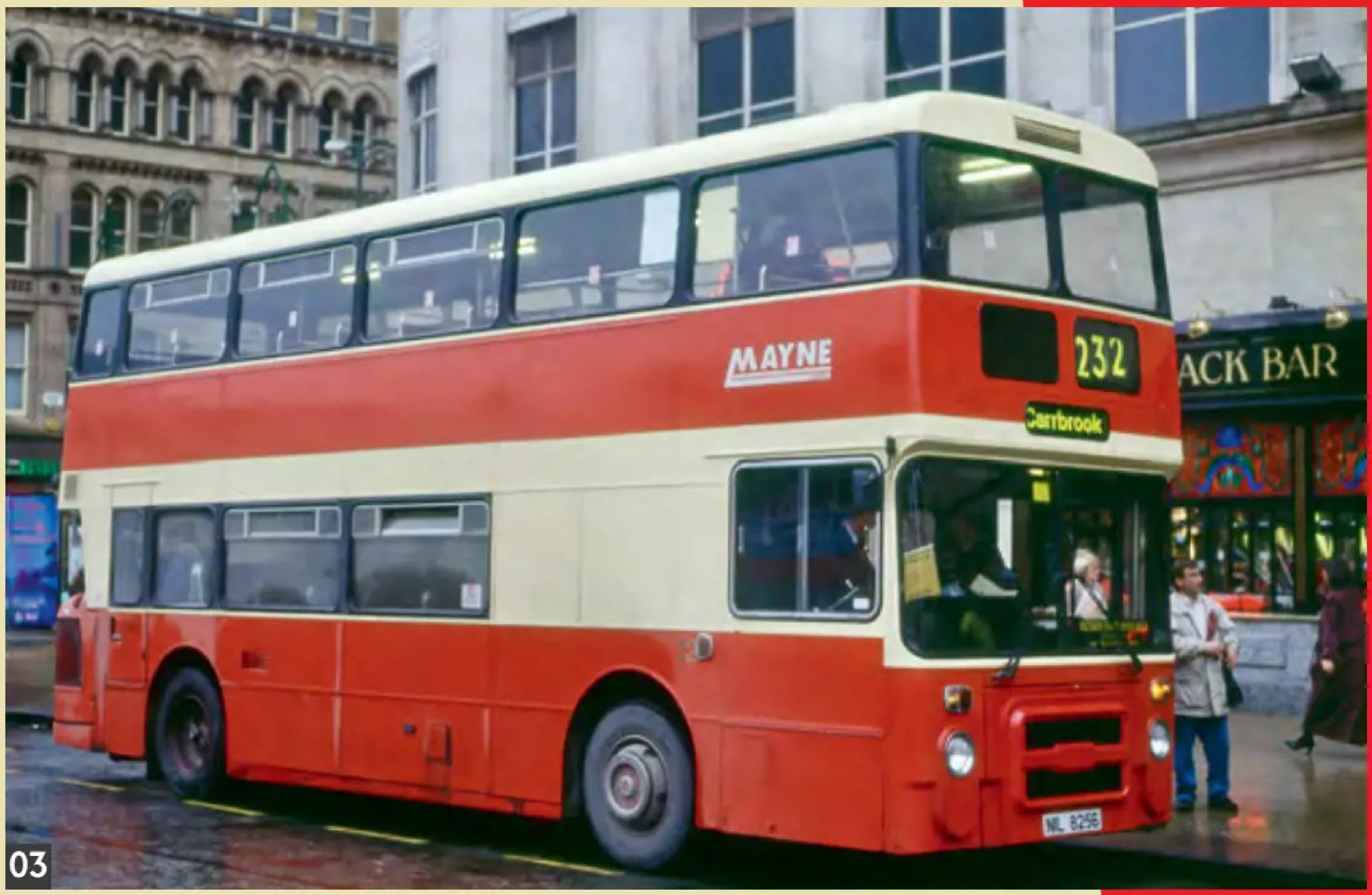

03

Vol 28 No.6 November 2025

01 Local operator Greater Manchester Transport was a good source of quality secondhand buses in the 1980s. Here we see 1974 Daimler Fleetline BNE 740N, which entered the fleet in 1988, remaining until 1991 when it passed to another Manchester-area independent, Walls of Fallowfield, which sold out to Stagecoach in 1997. It was recorded on film in August1990.

02 1996 saw an influx of former Stagecoach Manchester Leyland Atlanteans including NIL 8258 (SND 425X), here in 19 bound for Thameside hospital. It left the fleet in 2000.

03 Also in the fleet between 1996 and 2006, NIL 8256 (SND 483X) another1982 Leyland Atlantean, complete with Olympian lower dash awaits departure for Carrbrook.

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A Midland Red centenary celebration reveals shockingly low survival numbers and a good use for £2.5m? Plus an off-beat tribute to United Automobile includes a bus in the air. NICK LARKIN reports.

55/1 BUSMART
B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

COVER: Long Live the King! A Leyland PD2 has been restored to represent a King Alfred Motor Services from the 1950s. Read the full story on page 15. **DAVID JUKES**

The REVIVIST

BY ASHLEY BLACKMAN

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NO RIGHT TURN
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TIGER
TripleX

Leyland TS7 receiving attention at Lincoln: More details next month. **STEVE MILNER**

What's Happening At?

'Do you know what is happening at (insert name of bus museum or collection)?' is a question I am frequently asked when out and about at preserved bus events. The questioner usually has one of two aims: to find out more about a particular organisation and its collection; or to provide recent news (official or unofficial).

Official news is particularly welcomed as it is usually passed on by someone forming part of an organisation's management team. The unofficial does require a degree of care; could it be hearsay or has it been taken out of context? Has it passed through 'umpteen' users on social media and lost its original meaning? Contact with the relevant organisation soon determines fact from fiction.

The National Association of Road Transport Museum's (NARTM) most recent guide to this country's road transport museums and collections lists 26 of the former and 61 of the latter. I have visited a good number of both on behalf of *B&CP* and really ought to visit the remainder, although there will be plenty of ground to cover from my south coast home.

At most of those museums and collections, I have been privileged to receive a one-to-one tour of the premises and details of the founding and subsequent developments (as have my colleagues, for which we are most grateful); a repeat visit will usually continue from the previous one to avoid repetition. We will usually expect to collect a few news items at each visit, but there is much news we would like to gather without making a visit.

Do please let us know if you have news to be shared with the wider enthusiast fraternity. It could be a completed restoration, a new or ongoing project for which funds and information are sought, or a forthcoming open day (especially if not included within the events listing). You would be surprised what interests our readers!

One cannot rely on telepathic powers at *B&CP* – they are not what they used to be! Email is preferred, but a call on the telephone will do just as well. The Editor can be contacted (office hours only please) on 07887 883421, or why not text him, he's learnt to do those just recently!

We also like to receive invitations to visit museums or collections, especially if we have not done so before. It may not necessarily be me, if colleagues are better located. Alternatively, we may be in touch with you requesting a visit, especially now my diary is not looking so full. So watch out Jukes is about!

DAVID JUKES

Museum appeal following fire

Keighley Bus Museum, which has been forced to close temporarily following a fire, has launched a fundraising appeal.

None of the 140 vehicles stored at the museum have been seriously affected, but damage was caused to the roof. The blaze broke out in the neighbouring former mill building, featured in TV dramas Peaky Blinders and Downton Abbey.

Keighley Bus Museum Trust paid tribute to firefighters, who helped prevent flames spreading,

Chairman Norman Shepherd said: 'Embers from the fire had spread to the museum's Riverside building.' He went on to thank everyone who has supported the Trust, from helping clear-up to attending a fundraising event.

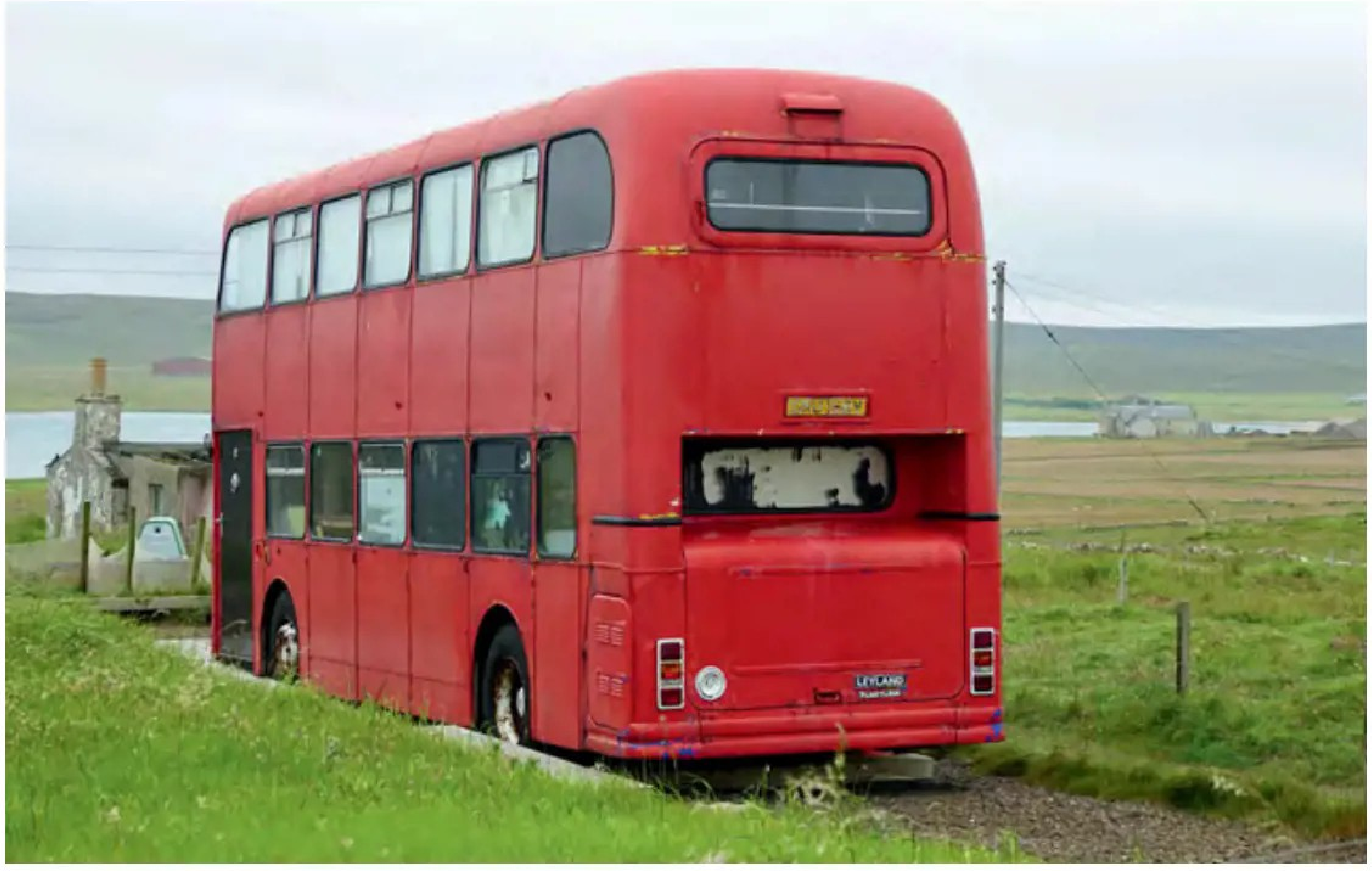
An online donations page has been set up at https://justgiving.com/charity/kbmt, to help cover the cost of repairs. Added Norman: 'Any assistance readers can provide will be very welcome to ensure the future of Keighley Bus Museum.'

Devon General Remembered running day at Exmouth

Eleven vintage buses brought nostalgic travel to the roads in and around Exmouth on Sunday 31 August 2025 as the Devon General Society recreated local bus routes of the 1960s.

Free bus services ran from Imperial Road around the town, and out to Budleigh Salterton, Littleham, Lympstone, and Woodbury, whilst an open-top bus provided a local tour. Altogether, 1,977 passenger trips were made during the day.

Paul Jenkins, Secretary of the Devon General Society, said: 'We were delighted with the turnout for our event, with many buses departing with full loads. We would like to thank everyone who travelled on our buses, the bus owners, and our great team of volunteers who made it all happen. We also appreciate the support we received from Exmouth Town Council, East Devon District Council and Stagecoach South West. We hope everyone had an enjoyable day experiencing bus travel as it used to be.'

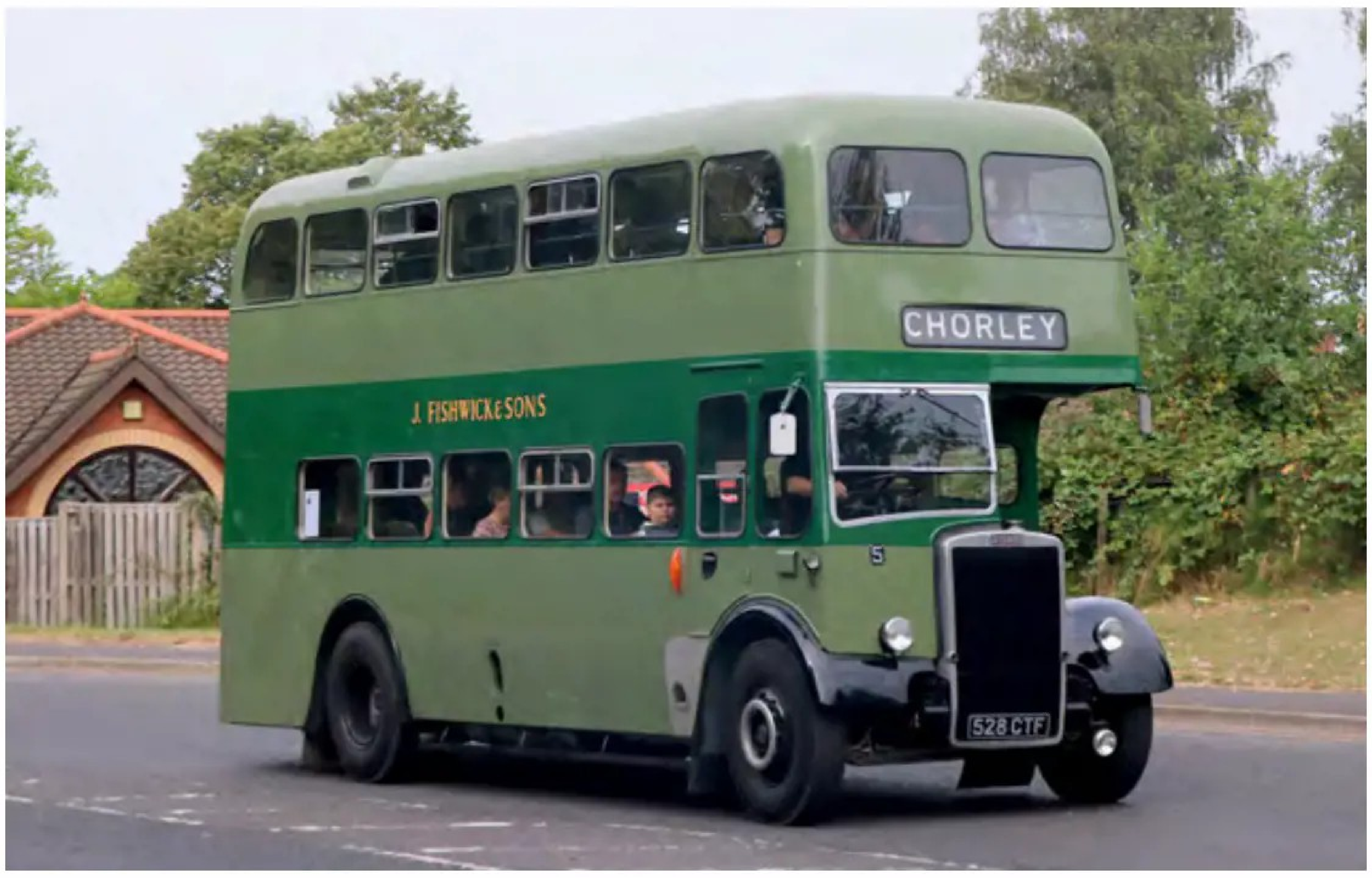


Shetland ’decker

Probably the most northerly located Bournemouth Fleetline in the world, and almost certainly the most northerly example in Great Britain!

Shetland is a windy place in the main, not really a suitable place for double-deckers! Bournemouth 1980 Alexander-bodied Leyland Fleetline No 268 (GRU 168V) was seen in July 2025 at Baltasound on Unst, the most northerly of the Shetland Islands, complete with Yellow Buses yellow poking through the ‘London’ red. No 168 had been in use for a while as a static café. It arrived on Shetland via Thamesdown Transport.

Report and picture: **STEPHEN MORRIS**



Fishwick and Ribble joint running day

The third annual J. Fishwick and Ribble running day took place on 24 August 2025, with preserved Fishwick buses running alongside Ribble buses from the RVPT collection, with some guest vehicles too.

Using the car park on King street, next to the British Commercial Vehicle Museum in Leyland, destinations served, throughout the day from 10.30 to 16.30, included Preston, Chorley, Lostock Hall and Buckshaw Parkway station.

Favourable weather meant good loads were carried all day.

The 3rd Annual Fishwick and Ribble running day 24 August.

Report and pictures: **STEPHEN MARTIN** (RVPT news editor)

Fuzz Townshend becomes a Patron of Transport Museum Wythall

Transport Museum Wythall is pleased to confirm that Fuzz (John) Townshend, co-presenter along with Tim Shaw of ‘Car SOS’ on Channel 4/More 4 and National Geographic, has become a Patron of Transport Museum Wythall (TMW).

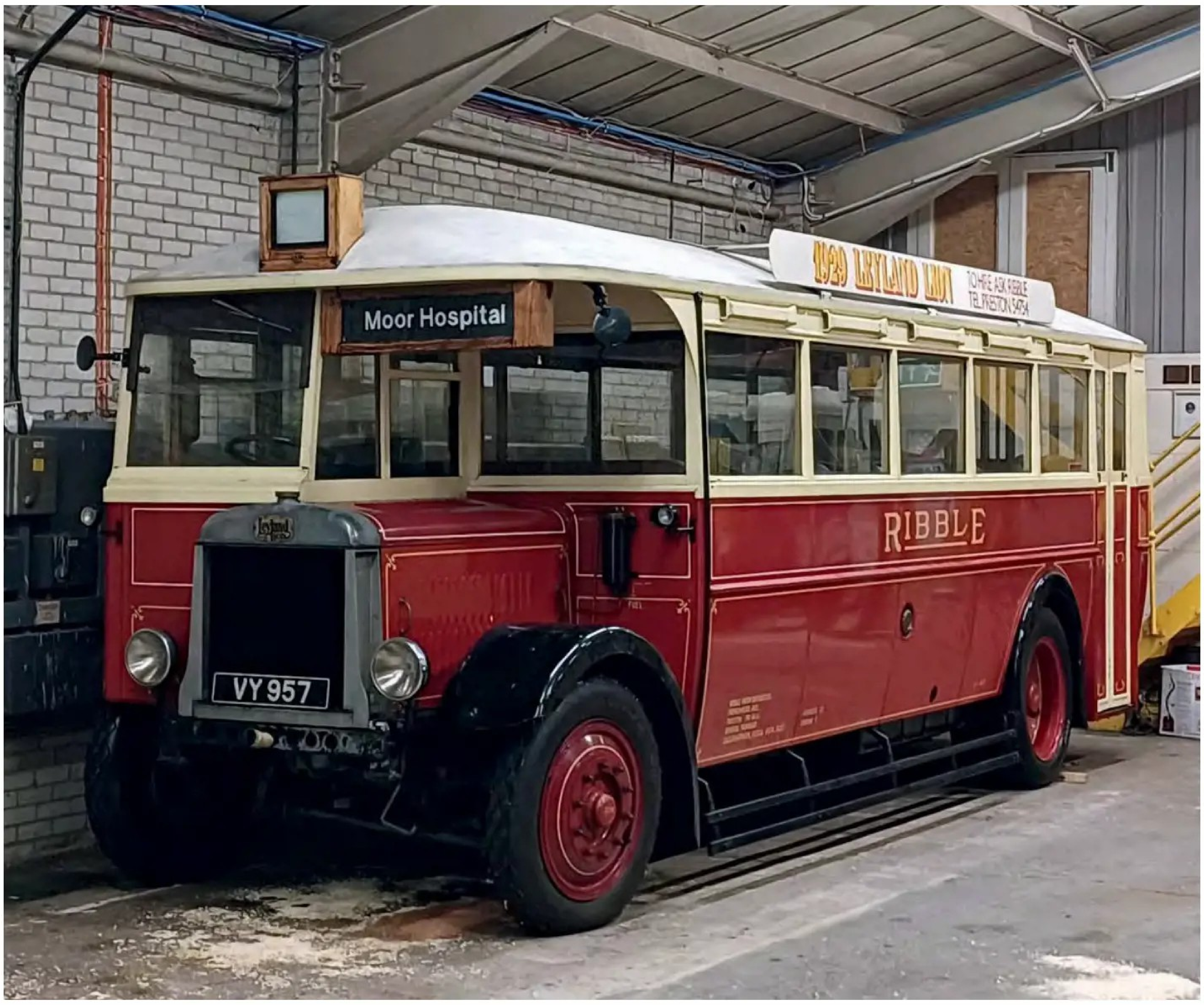
Fuzz has enjoyed a lifelong passion for classic vehicles and their restoration with a particular interest in buses. After an apprenticeship with West Midlands Passenger Transport Executive, fondly known as WMPTE, he became a fully-fledged fitter at Stourbridge and then Dudley garages before diverting into a music career, achieving success in the singles and album charts with a number of bands in both the UK and the USA.

His passion for classic vehicles never waned as he returned as a journalist, becoming Technical Editor at Practical Classics before going freelance and starting his own classic car restoration business, Westgate Classics. Spotted by a TV production company, he was soon co-presenting Car SOS from his new SOS Workshop in Oldbury, West Midlands. Fuzz not only co-presents Car SOS, but also works with Henry Cole’s team on the Shed and Buried series of shows on Discovery and Quest.

Fuzz is no stranger to TMW, joining the museum way back in 1981. He was the co-owner of Walsall Daimler Fleetline 118L, subsequently owning two more buses: Walsall 119L and WMPTE 3913, both now with new owners. He recently acquired Royal Blue Bristol LS6G, VDV 749.

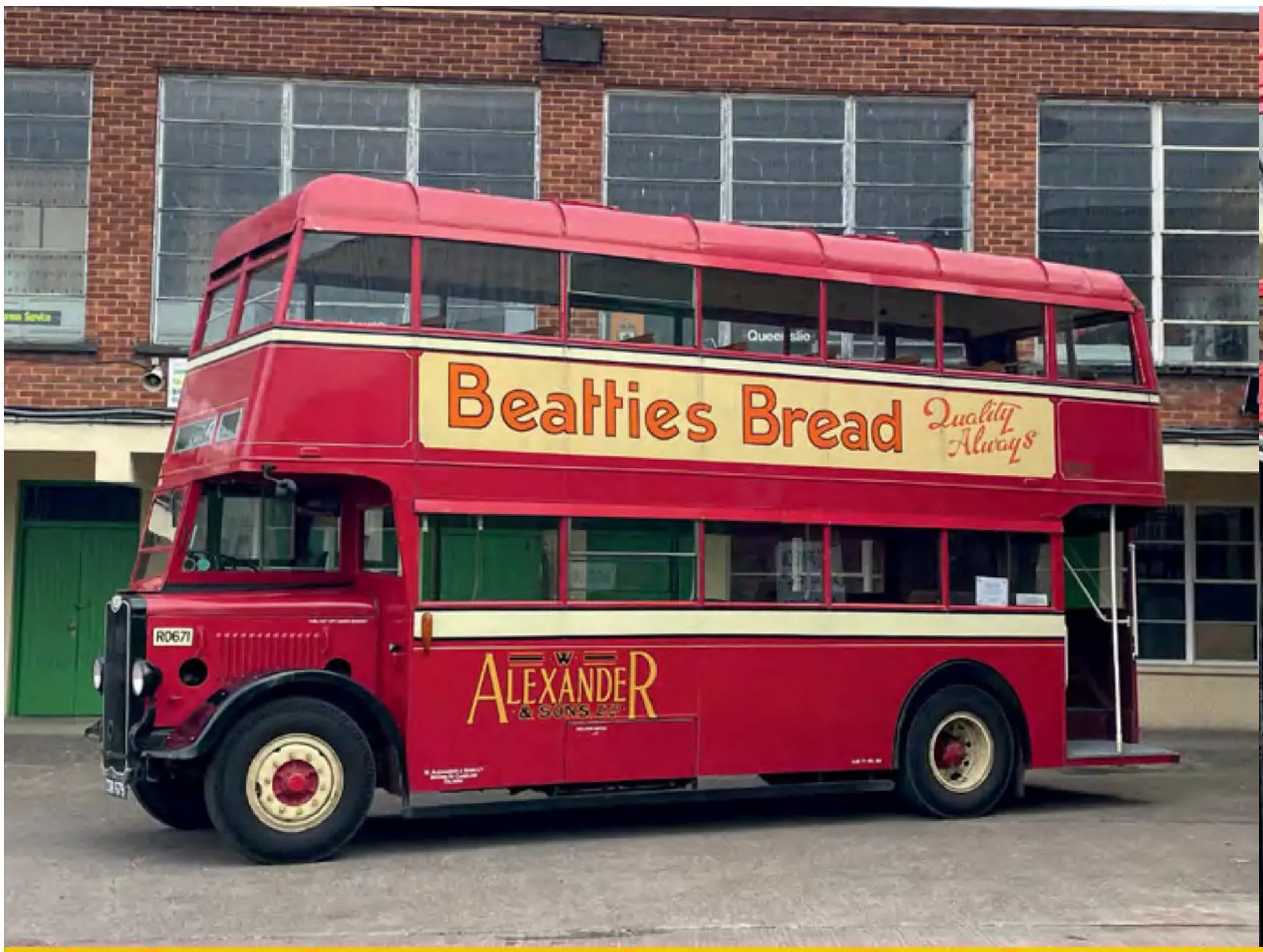
TMW Chairman Seb Amos said: ‘We look forward to working with Fuzz as the museum continues to grow in stature. His experience in the classic vehicle world, particular in the restoration arena, and his knowledge of the wider sector and its potential media opportunities, will be of great help to the museum’.

Fuzz joins Alan Dedicoat as Patron supporting TMW into a strong, sustainable future. (See *B&CP*, October)



Another Lion for RVPT

The Ribble Vehicle Preservation Trust has taken delivery of another Leyland Lion. On long-term loan from Stagecoach CN, VY 957 is a 1929 Leyland Lion PLSC3 with replica Roe rear-entrance 32-seat saloon body. the one-time York Corporation No 2, before passing to York-West Yorkshire in 1934 It was withdrawn in 1937, and following acquisition in 1984, was rebuilt by Ribble apprentices.



Posed in the yard of Bridgeton Bus Garage.

John Anderson with CDR 679

Guy on loan

Words and pictures: **STEVEN BOOTH**

The Glasgow Vintage Vehicle Trust was delighted to have Guy Arab, CDR 679, on loan for a spell over the summer thanks to Sir Brian Souter.

The Guy is fitted with a Duple utility body painted in Alexanders red 'town' livery. The Guy Arab chassis was new to Plymouth Corporation in 1943 and the Duple body was first fitted to a Daimler belonging to Northampton Corporation.

Sir Brian lent the bus to GVVT to help celebrate the retirement of longstanding GVVT trustee, John Anderson, who has been involved with the Trust since the start of 2003. John is a native of Kirkcaldy in Fife where Guy Arabs with utility bodies in red 'town' livery were commonplace in the 1950s.

As an added bonus, the bus was used in service at GVVT's 'West End Bus Fest' event where John acted as the guard. The bus contributed to what was a record event with over 3,600 passenger journeys recorded for the day.

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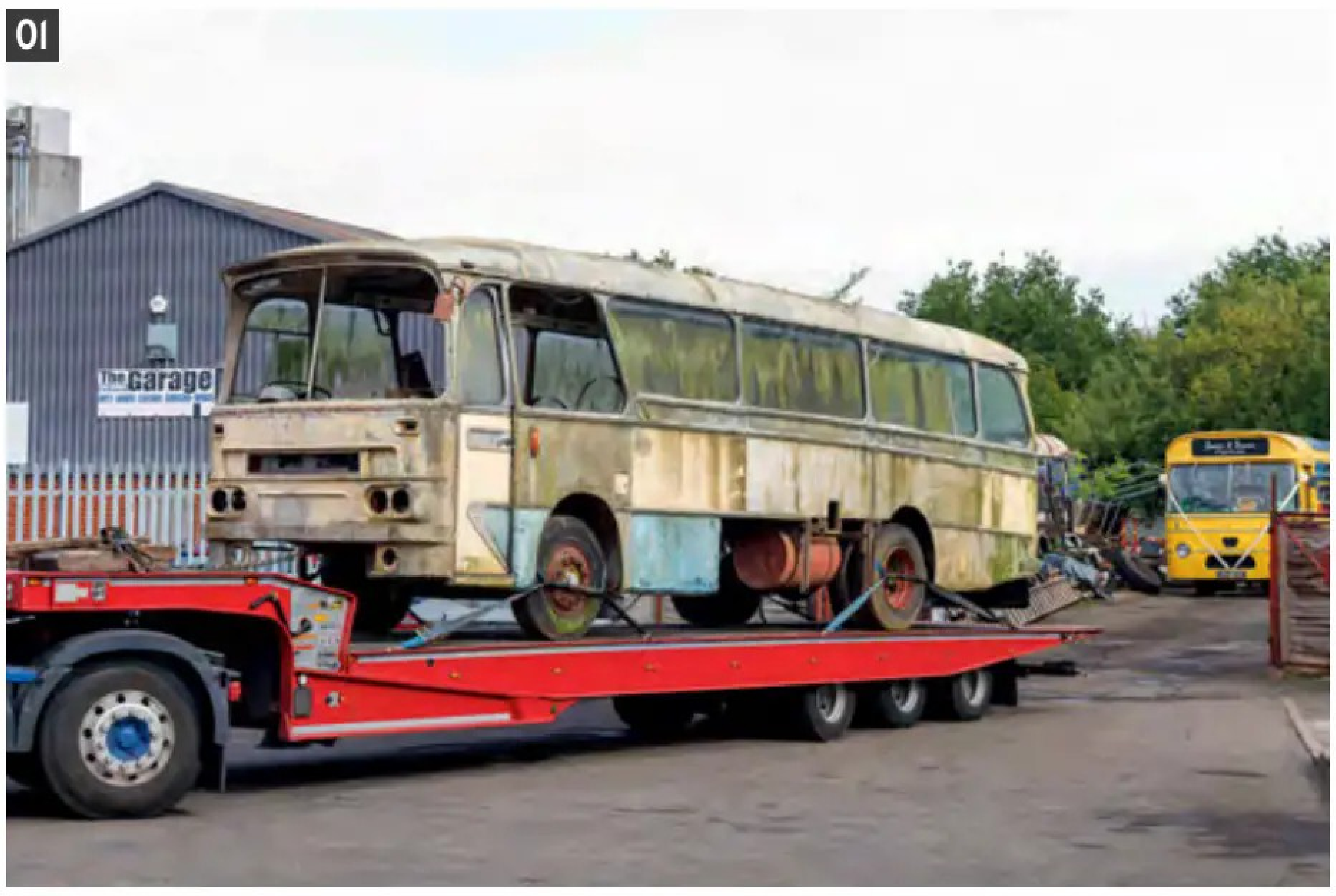

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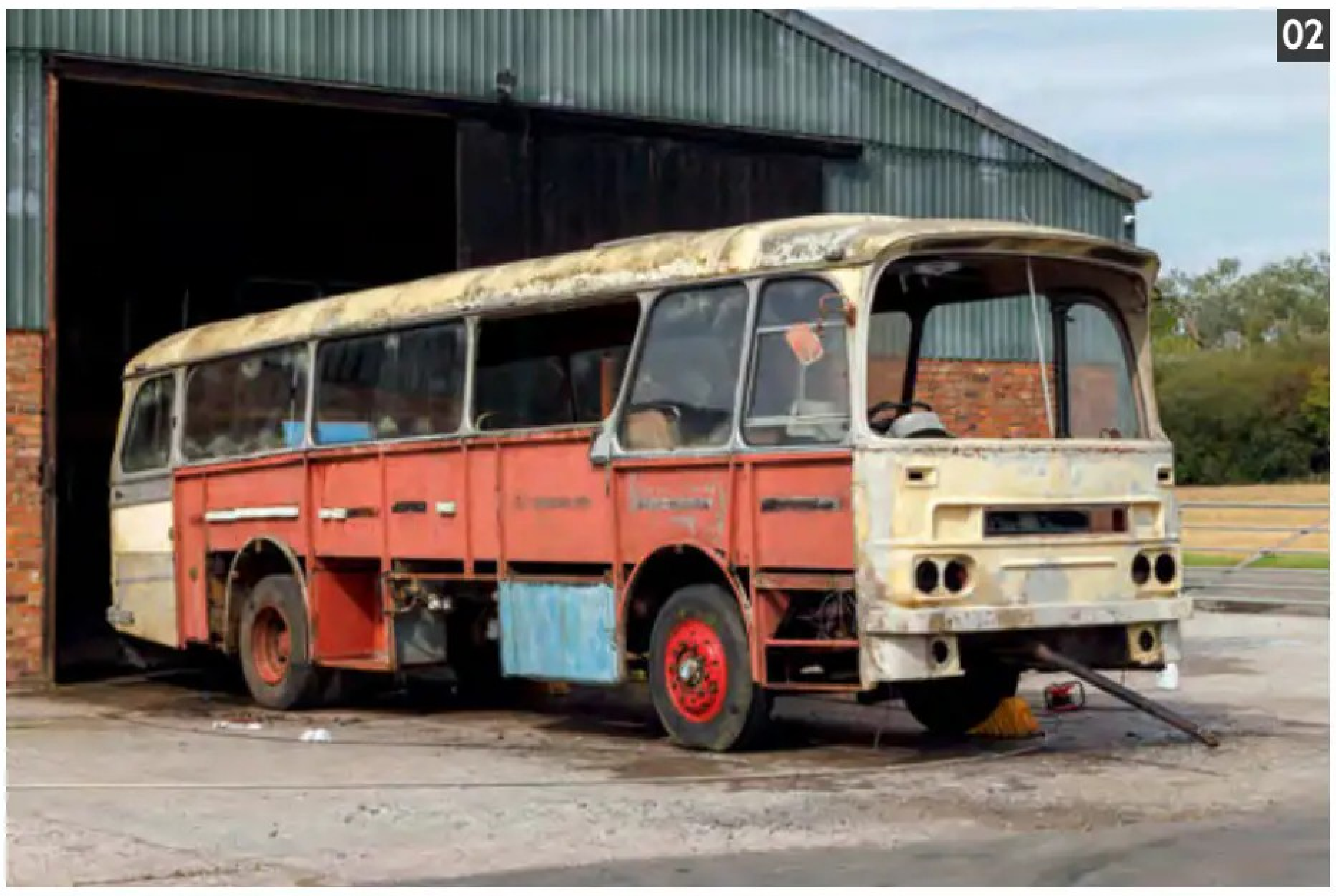

'Showboat' Harrington back on the radar

Former Commercial Motor Show exhibit Warburton Bros (Bury) Ltd KTC 330C has a more secure future having been acquired for preservation by Paul Williams, who previously restored North Western 299A, the Bristol RESL featured in B&CP , October 2023. KTC 330C is an AEC Reliance with Harrington Grenadier body, widely regarded as a handsome classic.

The coach has had a tenuous hold on its existence for many years, from being dumped in the lane outside the home of its last operator to ownership by a London developer whose interest faded after an initial sprint.

Its current down-at-heel condition contrasts sharply with its early years, when it competed at the Brighton and Blackpool coach rallies and carried off trophies galore. It later passed via a Preston operator to William Hall of Staffordshire, and from there to a preservationist who had once worked at AEC but who died without making significant progress with it.

It's now on much safer ground, owned by Paul Williams who has a family connection to the vehicle: 'In 1965 my elder brother had just started his career as an apprentice mechanic at Warburton's, on its car garage side, and he thought KTC was the loveliest thing he'd ever seen. So when it became available many years later, I just had to get it so I could do what its previous owners weren't able to do: which is to restore it, run it and see it back at Brighton and Blackpool looking similar to its appearances there in the 1960s.'

Paul says that restoration work has already begun, but completion is far from imminent with an eight-year timescale in mind. He also says he has most of the spare parts he needs except for the front windscreens, which were smashed in the notorious vandalism attack at Reliance Bus Works at Christmas 2022. If you have an unused Grenadier windscreen set gathering dust in the garage, please drop a line to Paul at: **northwestern299A@outlook.com**

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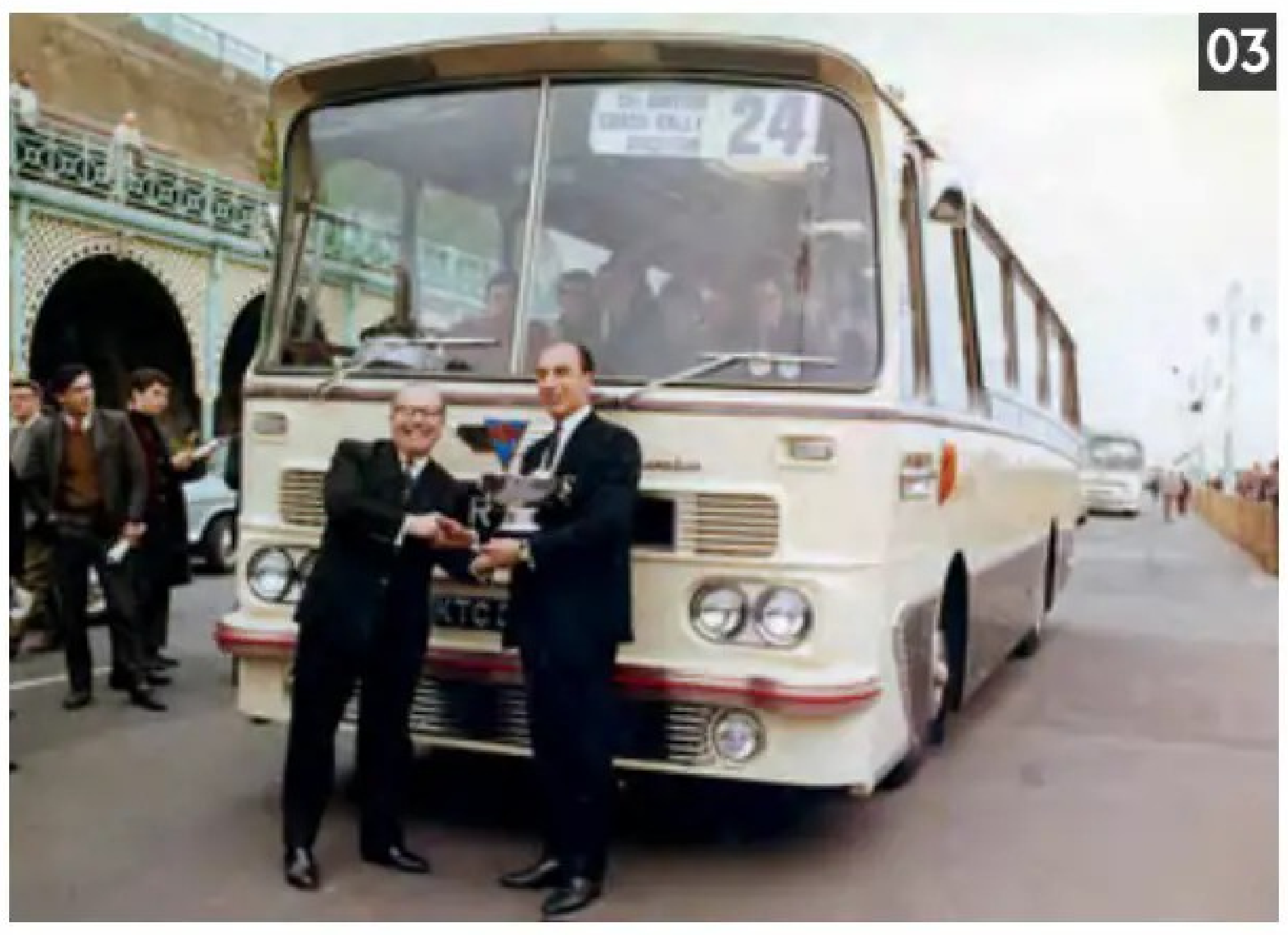

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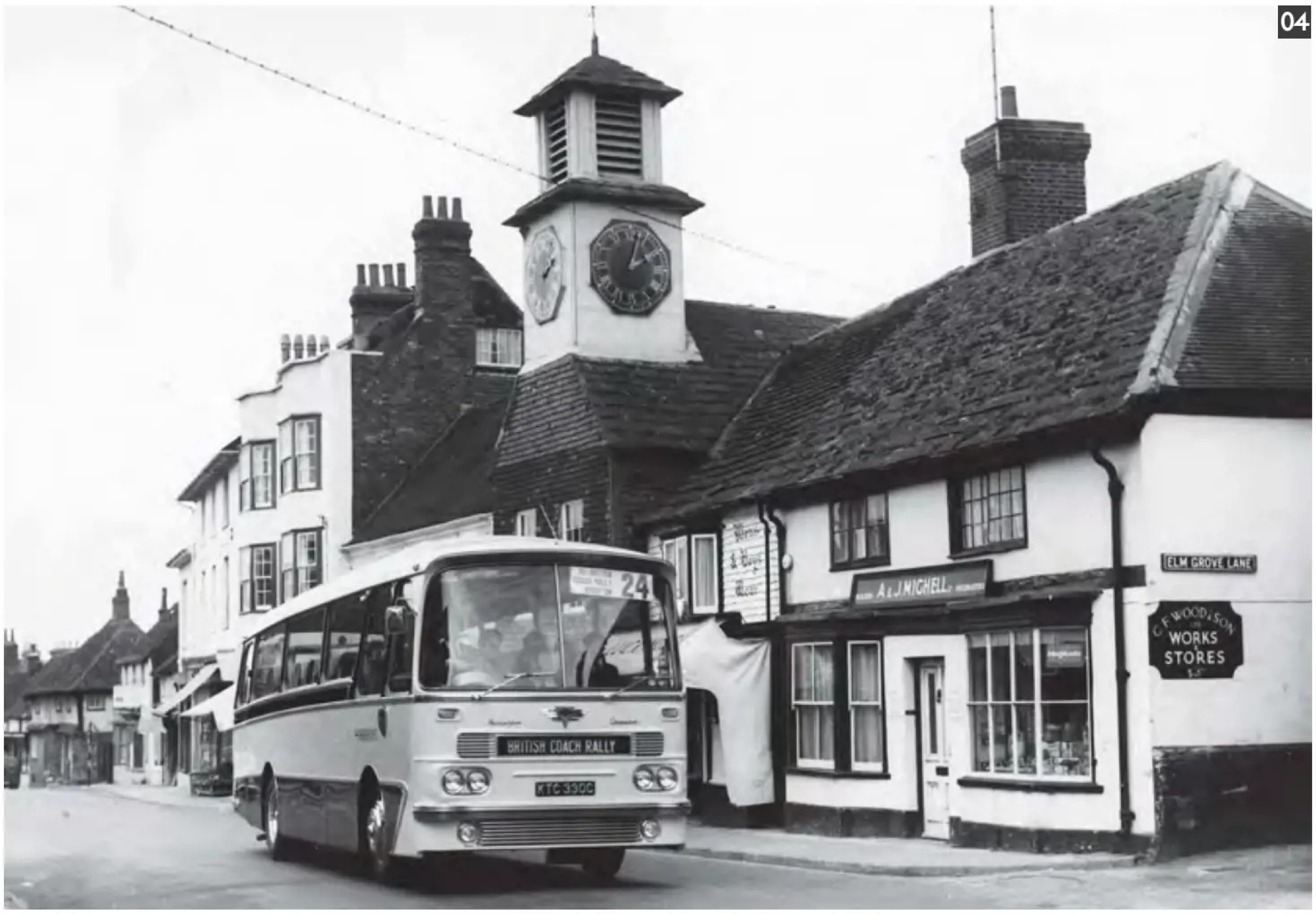
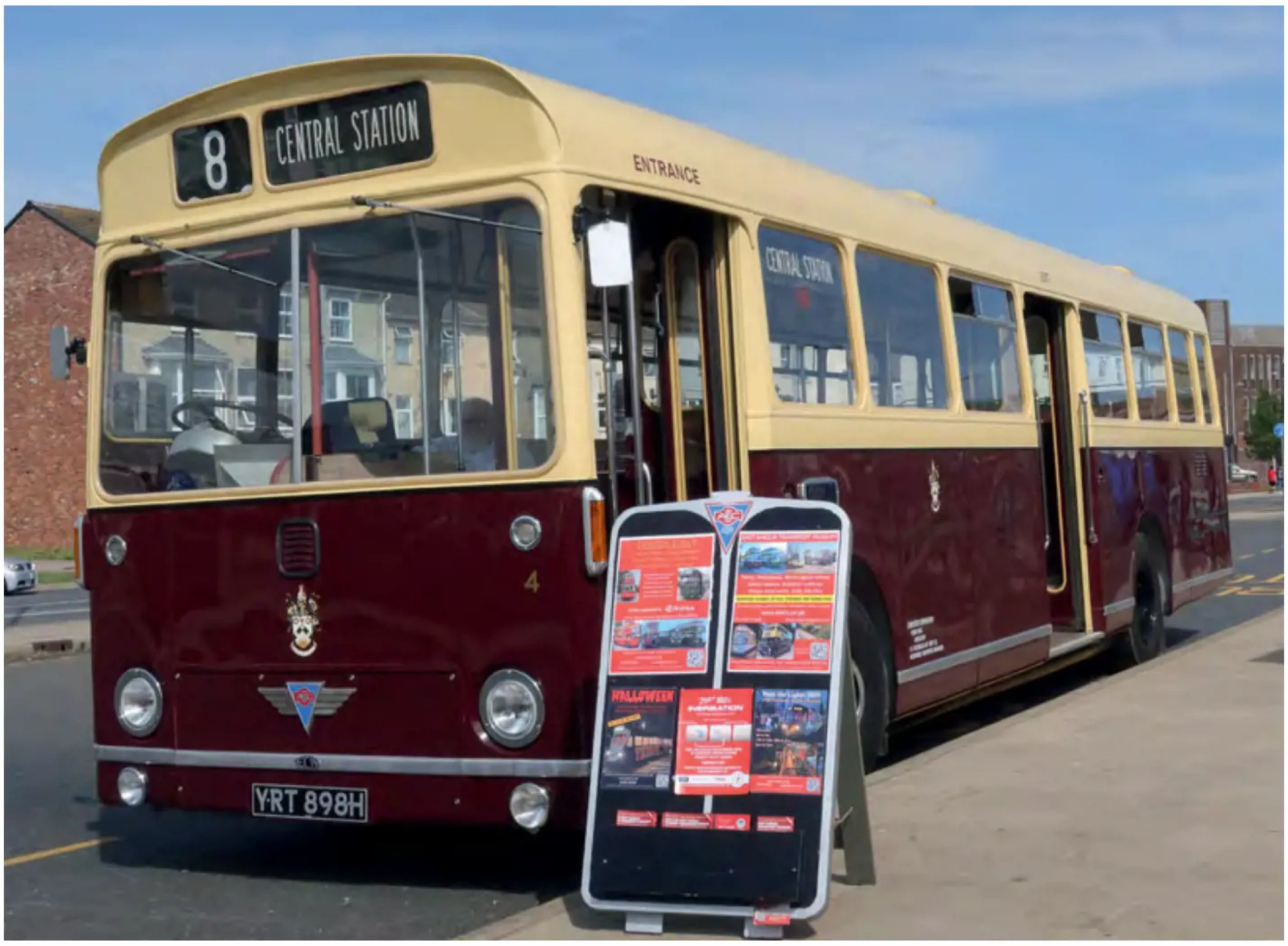


01 Warburton's Harrington Grenadier-bodied AEC Reliance KTC 330C moves for the first time in almost 20 years as it leaves Reliance Bus Works in the Potteries to a new home where it will be restored.

02 The coach looking better than it has done for many years just by being washed, Owner Paul Williams is in great need of a front windscreen set – can you help?

03 KTC 330C won many trophies with Warburton's: here, its regular driver Ernie Salisbury (right) receives a driving trophy at the 1965 Brighton coach rally.

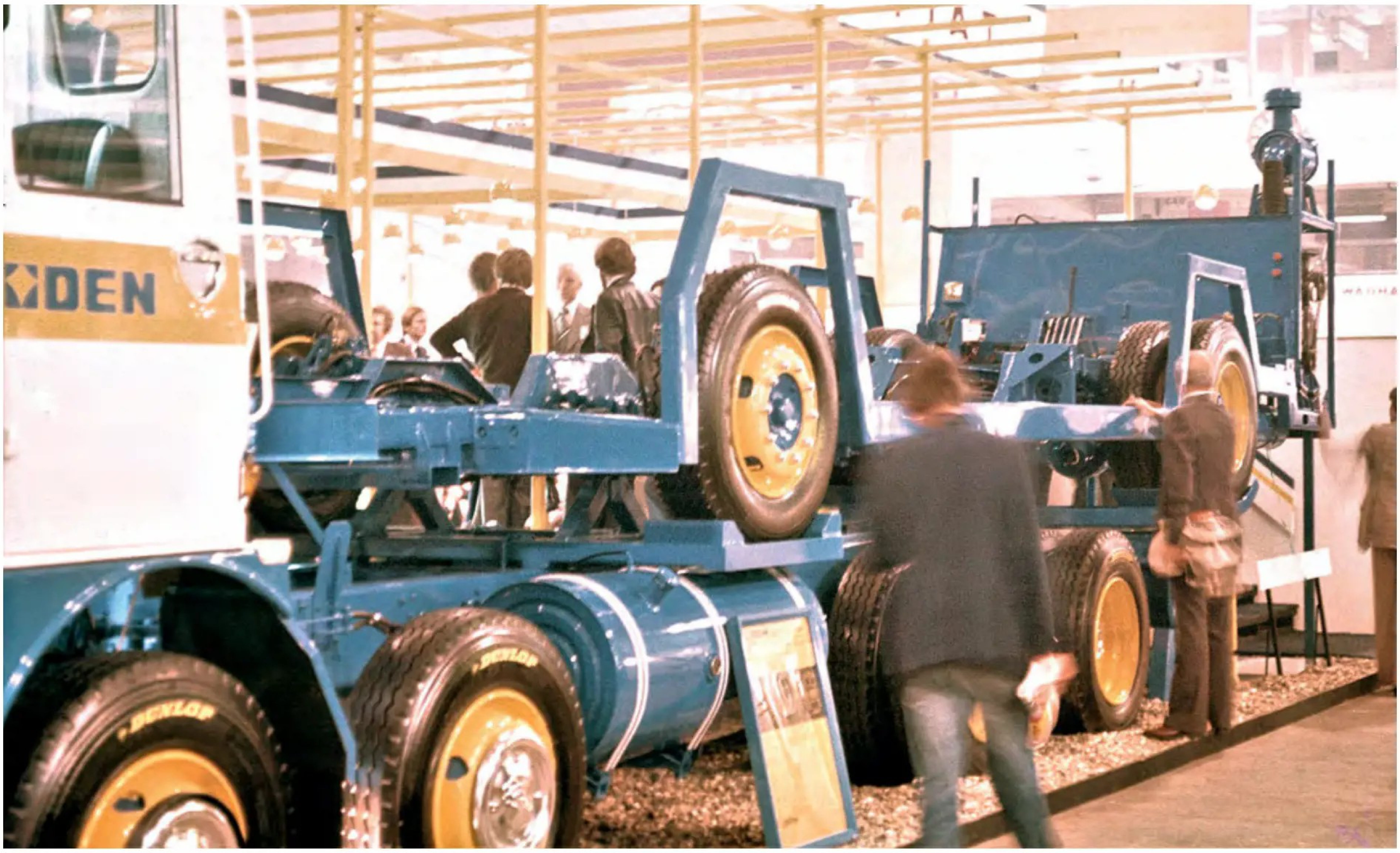
04 The Reliance rolls through Steyning, Sussex, while attending the 1965 Brighton Coach Rally.



Lowestoft promotion

Seen outside Lowestoft railway station on 12 August 2025, there to complement a visit from the Network Rail Inspiration train marking the 200th anniversary of Britain's railways. The saloon, which is preserved at the East Anglia Transport Museum, is an AEC Swift locally bodied by Eastern Coach Works, which was resident in the town.

Report and picture:
STEPHEN MORRIS



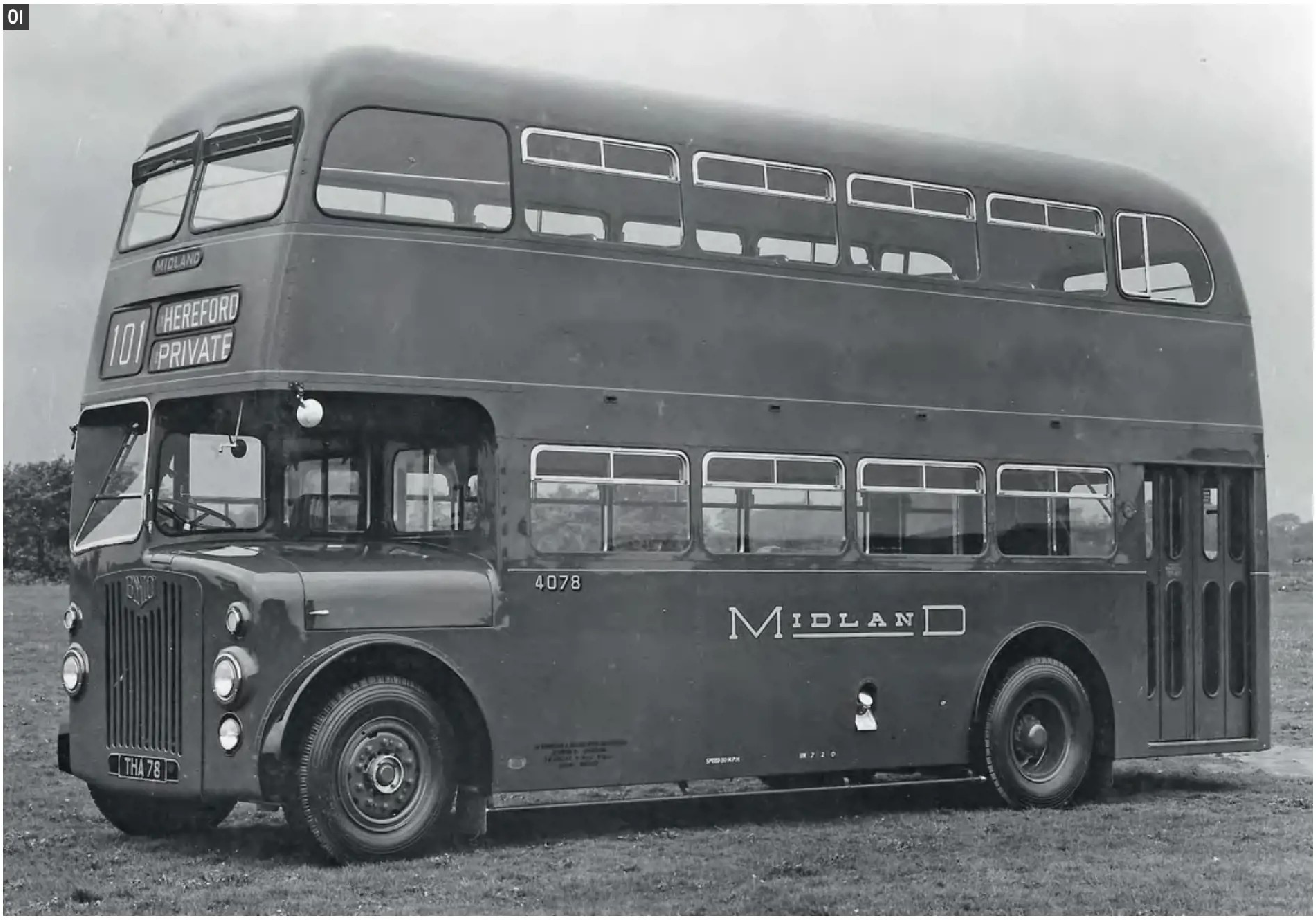
Foden-NC postscript

Regular correspondent BASIL HANCOCK writes: 'Further to John Cherry's article on the Foden-NC in *B&CP*, October, like him I managed to track down five of the seven which entered service, although in my case the missing two were PMT 900 and WMPTE 6300.

'However, I was also lucky enough to track down the eighth example, the single-deck test bed, dumped at the rear of the Northern Counties factory in Wigan on 30 September 1987, long after the project had been cancelled. It is good to know that at least its transfer box has survived.

Above: Foden-NC underframe on display at the NEC on 24 September 1976. Does anyone know which vehicle this became?'

Right page: Foden-NC test bus at NCME works, 30 September 1987.



Midland Red D7 restoration appeal: ‘Help get us over the line’

Transport Museum Wythall’s restoration of Midland Red D7, 4482 is romping along but has most certainly not been a textbook journey. We now need your help to get it back on the road.

When the intention to restore the vehicle was announced in 2022, the museum’s restoration team estimated that around £75,000 would get 4482 back on the road Having received a cosmetic restoration for ‘Midland Red 100’ in 2004 it was displayed in the museum looking ready for service, but the team already knew that all was not well under the skin. Significant structural issues had already been identified but, like all restorations, until you start removing panels, inevitably any estimate can be blown to pieces, and it certainly was, hence this appeal.

As panels were removed, the rust showers began to fall revealing a lot more work than had been foreseen with most of the all-important structural members either in bad shape or non-existent (particularly on the lower-deck) This was not going to be easy, in fact effectively, it needed a new frame. A revised plan and timeline were agreed and budgets amended as now the team was facing far more work and additional costs, which even put completion of the project in jeopardy. It quickly became clear that, having already come a long way, this iconic vehicle could not be left in limbo, so the team ploughed on. Further donations have been received over the last 18 months but there is still a significant shortfall of around £40,000.

Fast forward and today, the team is nearing the end of the painstaking structural work with 4482 looking like a bus again. Apart from completion of the ends, the main structure upstairs and down is complete and effectively all new, back to ‘as originally drawn’ condition. The target is still to get the D7 on the road for the 2026 season, offering public rides from its base at Wythall and joining the beautifully restored LD8 and other icons from the Midland Red fleet. But this target will require a financial boost and that’s where readers come in, to help it over the line.

Contributions can be made via the Transport Museum Wythall website (see below). All donations are welcome but the names of those contributing over £100 will be carried on a commemorative plaque inside the vehicle. Those contributing £500 and above will be allocated a special seat on its ‘first public appearance’ run.

Donating is easy, just go to **www.wythall.org.uk/d7**

01 D7 ex works. Sister vehicle No 4078 (THA 78) poses for its official photograph when new.

02 Main body structure, September 2025.

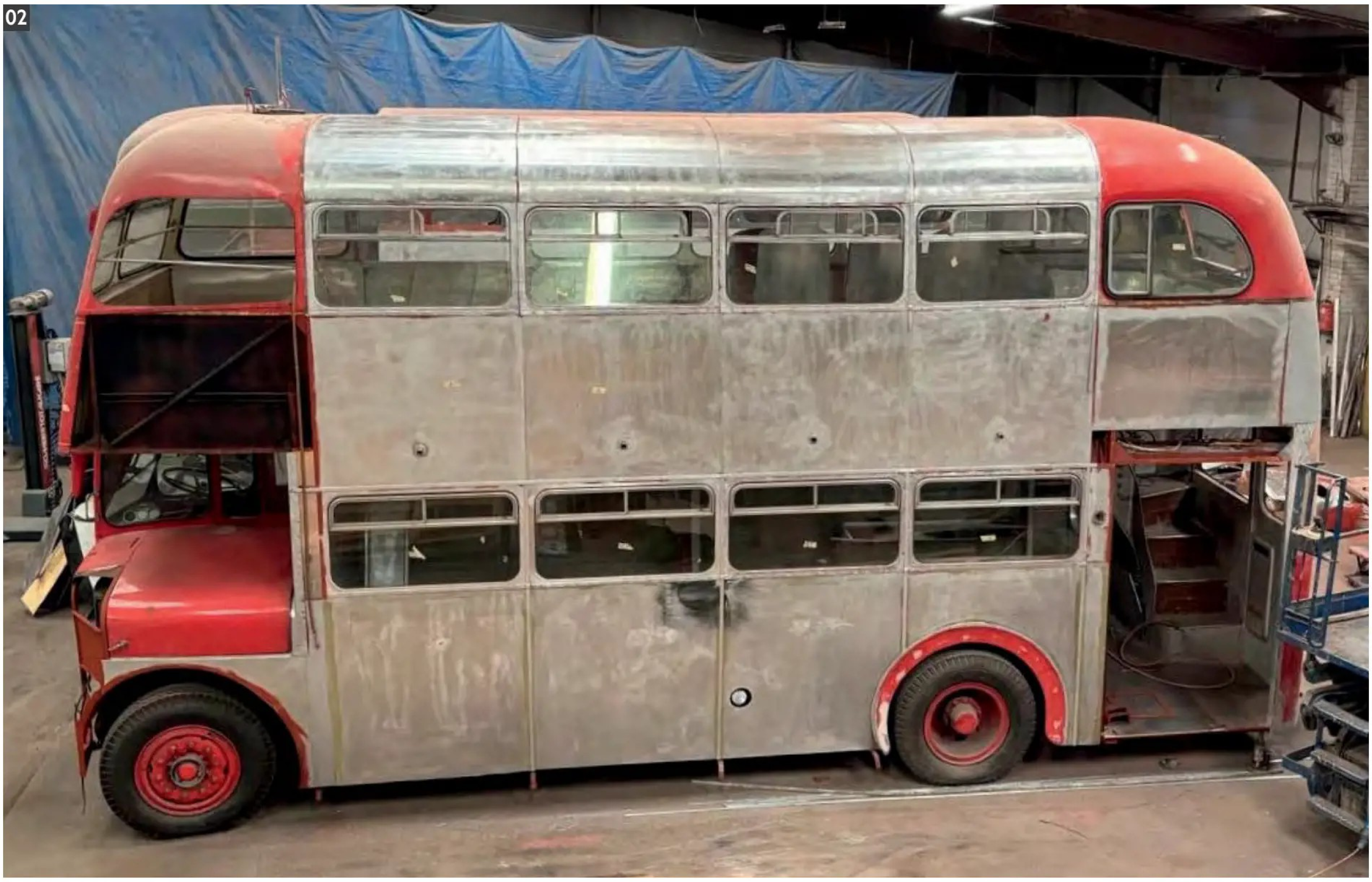
03 New lower-deck structure.

04 New front-end under construction

05 Rebuilt rear-end progress.

06 New top-deck structure and roof.

07 Replacement top-deck.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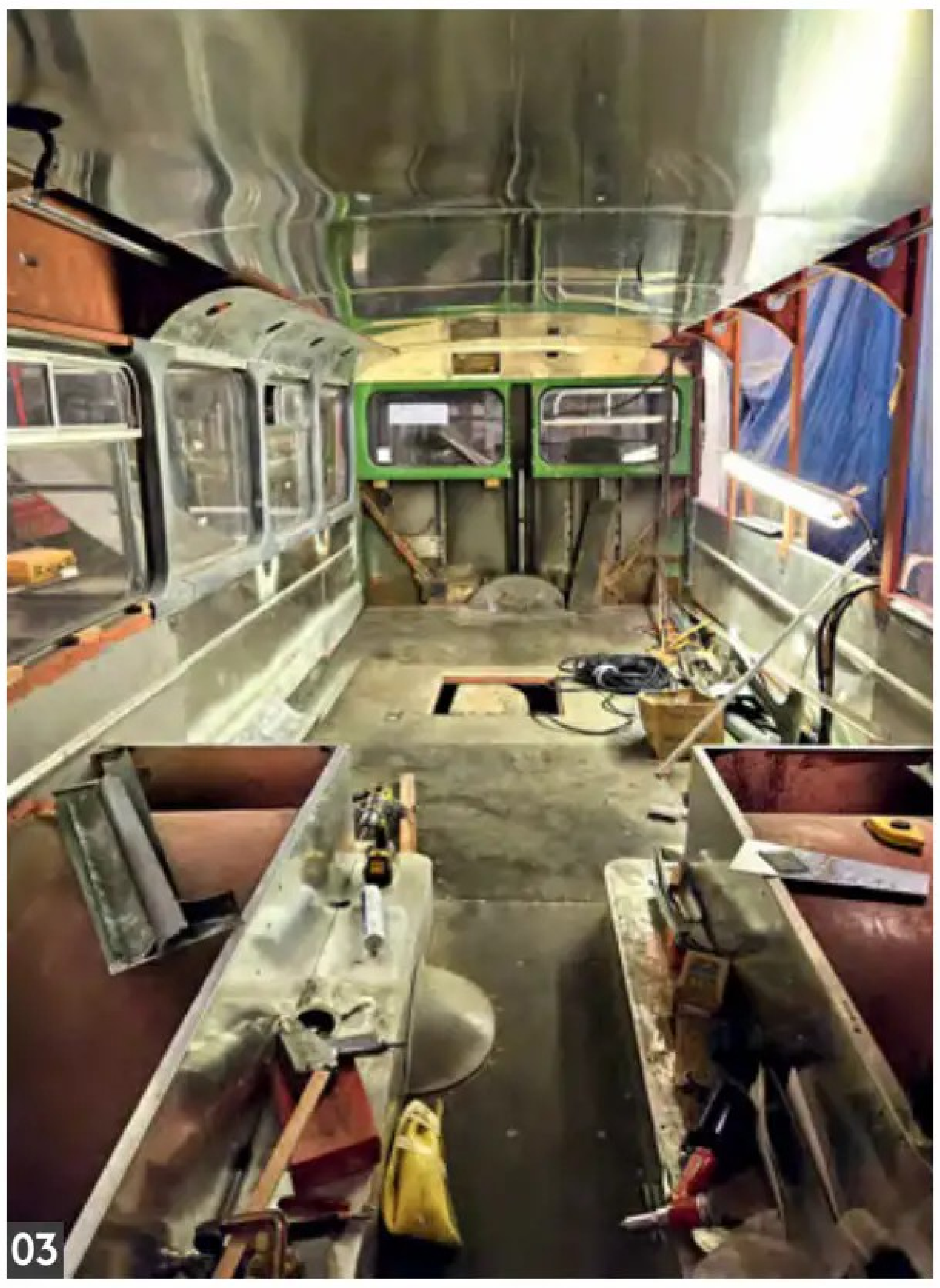
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WHOTT to be wound up

A well-known transport charity owning several vehicles is to be wound up.

The West Country Historic Omnibus & Transport Trust's fleet is to be found new homes, following its 25 years of operation as a registered charity.

In a statement WHOTT says: 'Regrettably, following a gradual decline in membership, WHOTT accepts it can no longer sustain its outgoings. Following a review of alternative options by WHOTT members, it was decided the charity will be wound up and the historic assets distributed to other charities with compatible objectives, in accordance with charity law.'

Robert Crawley, WHOTT Chairman, said: It is sad that after 25 years of dedicated work by a core team of volunteers, the Trust has had to make this decision. However, its work will not be in vain while in the hands of the Trusts acquiring its assets which fortunately remain in the South West charitable sector.”

WHOTT's fleet has included this 1963 Massey-bodied Leyland PD2, new to Exeter Corporation Leyland PD2 WHOTT

The WHOTT collection comprises several historic buses and coaches built between 1938 and 1994, along with a significant archive of artefacts and ephemera relating to the history and development of transport in the West Country.

Two well-established registered charities, the Thames Valley & Great Western Omnibus Trust (TV&GWOT, with a base in South Devon) and the Devon General Omnibus Trust (DGOT, based in North Devon), have come forward to take on relevant items from the vehicle and archive collections.

Colin Billington, TV&GWOT Chairman, said: 'We are sorry that WHOTT is no longer in a position to continue as custodians of these important historical items. Where they are relevant to our respective charitable purposes, and to the extent we can afford to do so, we have been able to offer them a home and they have now been formally transferred into our care.”

German Occupation of the Channel Islands survivor visits Winchester

The Free Bus Rides Bonanza laid on by the Friends of King Alfred Buses on Sunday 14 September 2025 as part of the Heritage Open Days this year featured a very special guest vehicle, a 1929 all-Leyland Titan TD1 51-seat lowbridge double-decker.

The bus spent many years working in the Channel Islands for Jersey Motor Transport. This included running under the Nazi occupation from 1940 until the liberation.

FoKAB member Robin Helliar-Symons took his treasured antique bus along to the event, and for the first time since he took on its restoration in 2015 it will be giving free rides to members of the public, who will need to reserve a seat in advance from a desk set up in the Broadway for the purpose.

The TD1 will be running alongside two elderly FoKAB stalwarts, a 1929 33-seat Leyland Lion and a 1931 Dennis 30cwt, which has been in FoKAB's collection for more than 30 years. All three historic buses provided regular tours around the city centre.

Meanwhile, postwar vehicles in FoKAB's fleet ran regular trips to villages and towns around Winchester, Destinations including Owslebury, Twyford and Colden Common, Sparsholt, Crawley, Sutton Scotney, Wonston and Micheldever and East Stratton.

Additionally, FoKAB's 1965 Plaxton Panorama-bodied Bedford VAL14 ran three scenic tours around Cheesefoot Head and the Itchen Valley, as with the vintage buses, tickets were needed for these special excursions.

There was also a regular open-top shuttle service between the Broadway and the Hyde900 exhibition in Hyde Street.

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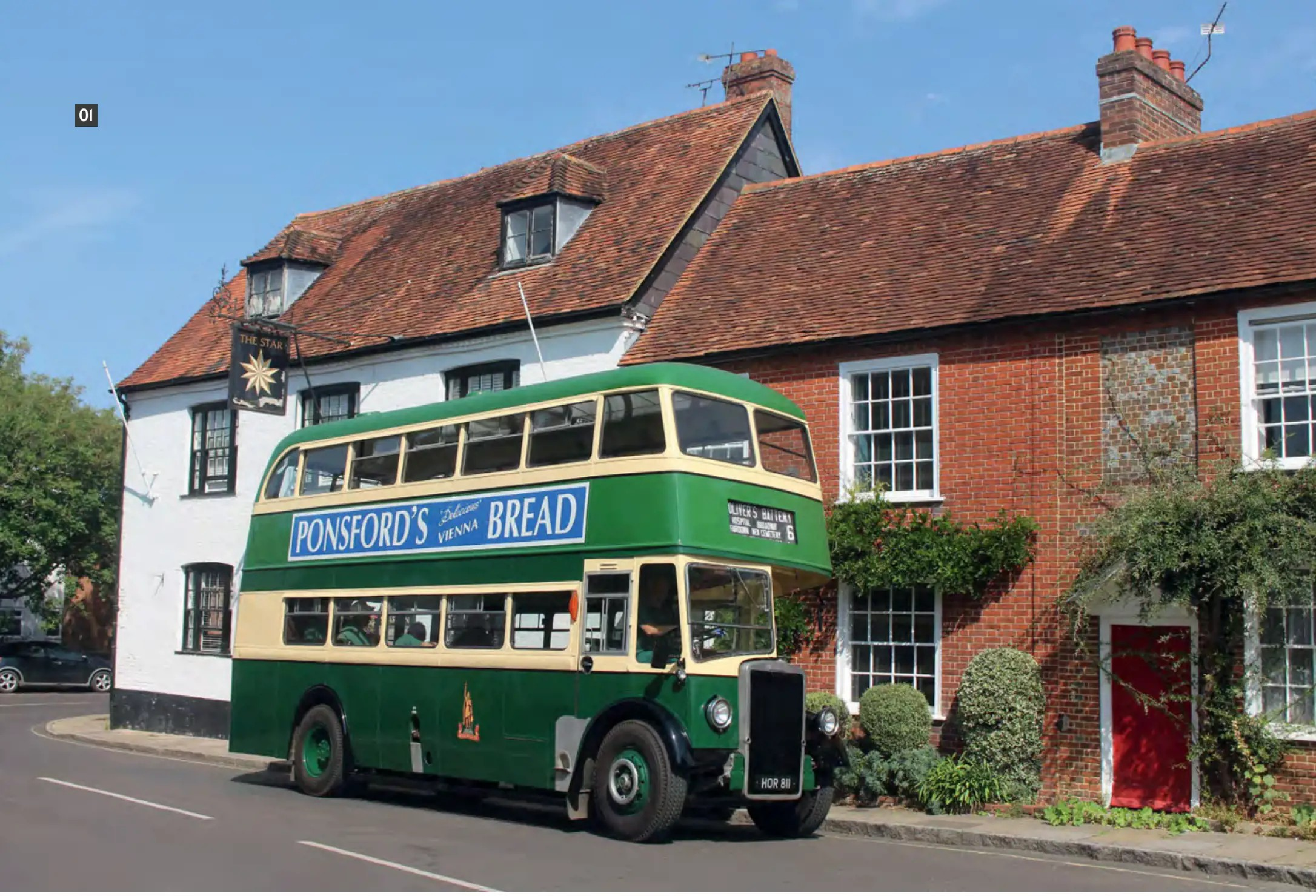


01 The pub's name is purely coincidental! HOR 811 features almost standard Leyland bodywork of the penultimate production style, as fitted to King Alfred Motor Services highbridge PD2/1s. The destination aperture, of standard Leyland dimensions, is identical to that of KAMS HAA 809 and HOR 493. **DAVID JUKES**

Recreating a Lost Titan

The Friends of King Alfred Buses has recently recreated a King Alfred Motor Services all-Leyland Titan PD2/1 using an identical pair of former Isle of Man Road Transport buses. **DAVID JUKES** finds out more.

The all-Leyland Titan dominated the Winchester-based King Alfred Motor Services (KAMS) postwar bus fleet. Four lowbridge PD1As were received in 1947, to which were added no fewer than seven all-Leyland PD2/1s between 1949 and 1951 (five highbridge and two lowbridge), plus three lowbridge PD2/10s in 1952/53 (see Table 1).

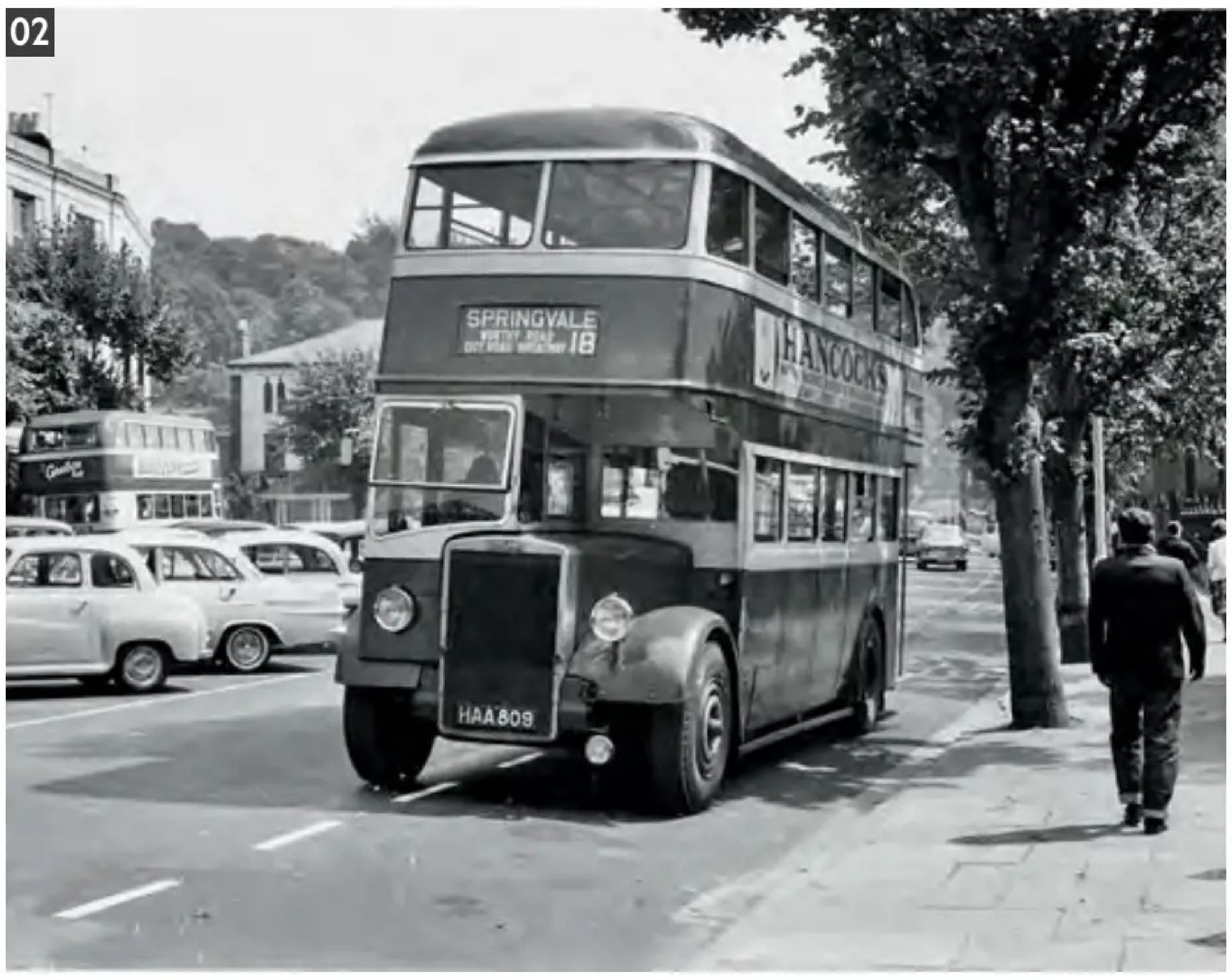
These would, in time, be replaced in the KAMS fleet by further acquisitions although several of the PD2s languished gathering dust in KAMS' Hillside Garage after withdrawal before dispatch for scrapping a year or two before KAMS ceased operations on 28 April 1973.

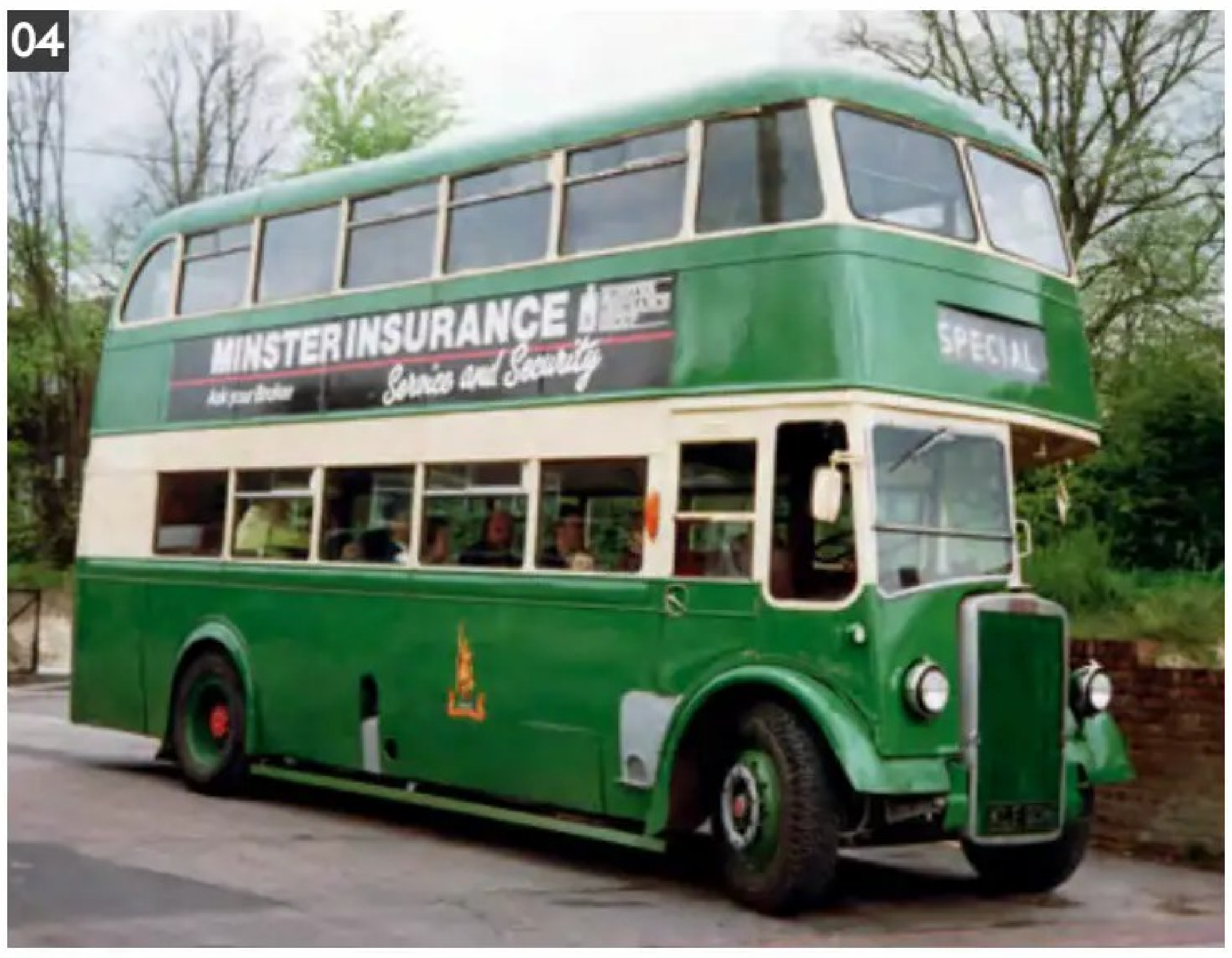
The Friends of King Alfred Buses (FoKAB) was formed in 1985 to assist James Freeman preserve two former KAMS buses: 1959 Weymann-bodied Leyland Tiger Cub 104 (WCG 104) and 1967 Roe-bodied Leyland Atlantean 591 (HOR 591E), the latter since scrapped with parts used to assist restoration of sister HOR 592E. All known surviving ex-KAMS buses and coaches have subsequently been acquired by FoKAB, including two repatriated from the USA. To these was added a 1929 Leyland Lion, RU 8678, which originated with Hants & Dorset Motor Services and is currently presented in KAMS livery.

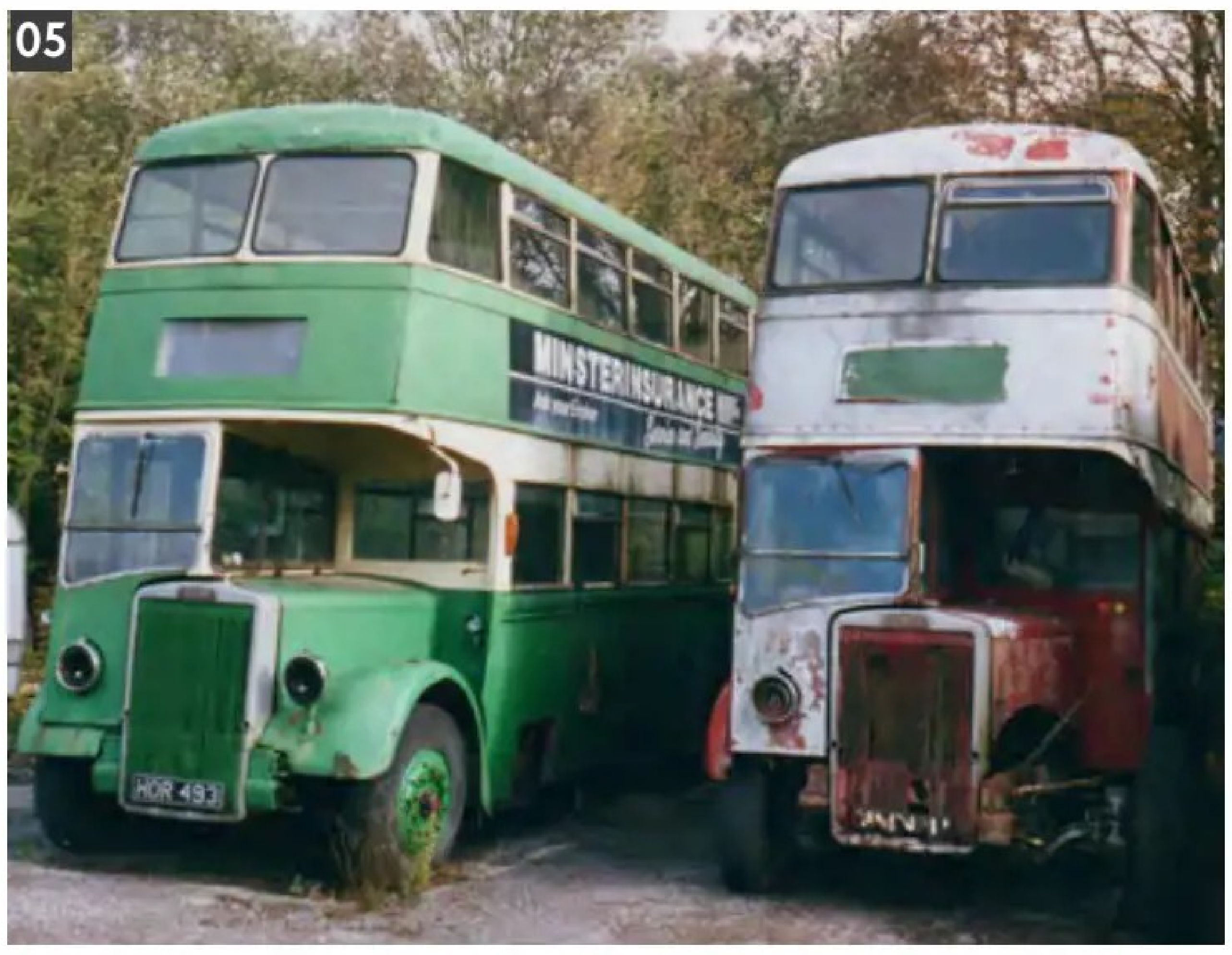
THE DREAM

'In the late-1980s we were collecting King Alfred buses,' recalls FoKAB Chairman James Freeman. 'One bus we knew we couldn't have was an all-Leyland Titan PD2 as we knew all had gone for scrap at Waltham Chase.

'I considered them archetypal – if you visited Winchester in 1960 there were ten in the King Alfred







02 King Alfred Motor Services HAA 809, the operator's first highbridge double-decker and part of a diverted export order, is a 1949 all-Leyland Titan PD2/1 pictured in Winchester Broadway. Beyond the ranks of parked cars is FCG 276, a 1947 lowbridge all-Leyland Titan PD1A. **F W YORK, COURTESY FoKAB**

03 A brand new JAA 706, a 1950 highbridge all-Leyland Titan PD2/1, before delivery. **CHISNELL COLLECTION, FoKAB**

04 KLE 80N (KMN 502) enters Alresford railway station (Mid-Hants Railway) car park on 25 April 1993 carrying King Alfred Motor Services livery. Note the lack of passengers upstairs. **DAVID JUKES**

05 KLE 80N (bearing a HOR 493 registration plate from KAMS' second highbridge all-Leyland PD2/1) and MMN 11 (YKG 961T) stored at FoKAB's then-base at Flexford, Chandlers Ford, in 2002 before their sale to James Freeman and John Hodges. **FoKAB**

fleet and they were everywhere, even when I was a little boy visiting my Aunties,' he continues. 'The Leyland body with its distinctive up one side and down the other side rear guttering was completely extraordinary to my young mind.

'Then someone at FoKAB suddenly said: "There are a couple of all-Leyland PD2s for sale at London Bus Export; wouldn't it be nice to have one? They have the same standard Leyland body, same destination apertures, same this, that and the other as the King Alfred buses. Wouldn't that be fun?-

A visit to the dealer's Chepstow yard found two former Isle-of-Man Road Transport all-Leyland Titan PD2/1s — the former 72 (KMN 502) of 1949 vintage by then re-registered KLE 80N, and the former 13 (MMN 11) dating from 1950 and re-registered YKG 961T. The buses were not quite the same, but their differences would be discovered much later.

They were bought by FoKAB as a pair, the idea being to unite them into a single vehicle. KLE was mechanically sound but had very poor bodywork while YKG was the reverse: it had a ruined engine but a very good body. KLE was driven to Winchester, albeit with fuel pump troubles on route, and YKG was towed to FoKAB's then base near Chandler's Ford.

EARLY DAYS

KLE 80N was found to be better than initially thought: 'We decided for a bit of fun we would paint it green and cream, clean it up a bit, and use it,' admits James. 'The wonderful chap who used to do our MoTs said: "I'm never going to give you an MoT on that bus if it includes the upstairs. I want to see the upstairs completely blocked off, so it is impossible to go up there. If you can do that, I'll give you the certificate."

'So in 1993 we ran it,' he adds. 'And it was quite popular.

'Then next time: "I'm not so sure about this." You could push a finger through much of the bodywork, but he was prevailed upon to issue an MoT for one day. He said: "You have to bring this back to me tomorrow and I'm going to tear it up so you can't use the bus – you can have it for your running day, then that's your lot."

KLE then joined YKG in storage at Chandler's Ford, the latter being used as a seat store since acquisition. FoKAB's energies were at that time devoted to East Lancs-bodied PD2/24 POU 494 after its return from America, and the Leyland Olympic JAA 708.

INITIAL RESTORATION

FoKAB decided in the late-1990s/early-2000s to concentrate its efforts on former KAMS vehicles, with anything else to be sold. 'I bought both Titans for a pound,' states James. 'And around that time, one of those odd things that happens happened. John Hodges walked into our yard at Chandlers Ford one day and said: "I'm looking for the ex-Isle of Man PD2 KLE 80N. I used to own it, or rather my Scout group in Harrow on the Hill used to own it."

John joined FoKAB there and then. He and

James co-owned the Titans and moved them to Northamptonshire, as James was then working for Stagecoach East. John was an electrician by trade but was by then running a smallholding near Abergavenny.

'The idea was we would shift the body from YKG onto KLE's chassis,' recalls James. 'We did some preparatory work, taking the seats out and suchlike, before sending the two buses, one at a time, to Ward Jones at High Wycombe.

'He first oversaw the removal and scrapping of KLE's body. It was rotten as a pear and we had taken the useful parts from it, but it was basically hopeless. Unfortunately, at that point some of the seats got lost which was a pity because we could have done with them later.

'The KLE chassis was put in great order,' he adds. 'It looked just how a chassis would be seen at the bodybuilders before any construction is done. We got as far as putting the chassis in the workshop and then looking at YKG only to find Leyland had fundamentally changed the body and chassis connections between 1949 and 1950.

'We had to abandon that plan as it would be too difficult,' admits James. 'Ward Jones wasn't afraid of difficult jobs, but that was one he said was impossible.'

It was time for Plan B. YKG was now stripped of its engine, gearbox, fuel lines, brakes, and suchlike; they were replaced by those removed from the pristine KLE chassis. But YKG's body had by this time degenerated and needed a new lower-deck floor and riser. The bottom of the stairs was also rebuilt and much of the lower-deck reframed , all tackled by Ward Jones.

ON HOLD THEN BACK HOME

James and John eventually realised the restoration was becoming unaffordable, so work was stopped. Ward Jones clad the Titan in old body panels to make it watertight before its storage at the Aldershot & District Omnibus Rescue and Restoration Society's West Sussex base. There it would remain for several years.

'John had a very major medical episode,' reflects James. 'We realised that that was that, but FoKAB was by then well on with the Olympic project and was feeling a bit more expansive. So in 2012 we gave the Titan back to FoKAB. It went into the FoKAB workshops where all except the final finishing work was carried out. Things like window frames, seats, floors, all the interior furnishing, walls everything you see really on the bus was put into it by FoKAB members on site.'

A collection of seats from various Leyland-bodied PD2s was assembled then upholstered using Chatham & District moquette; FoKAB acquiring the surplus from the former Chatham & District Bristol K5G currently under restoration in Kent.

DETAIL DIFFERENCES

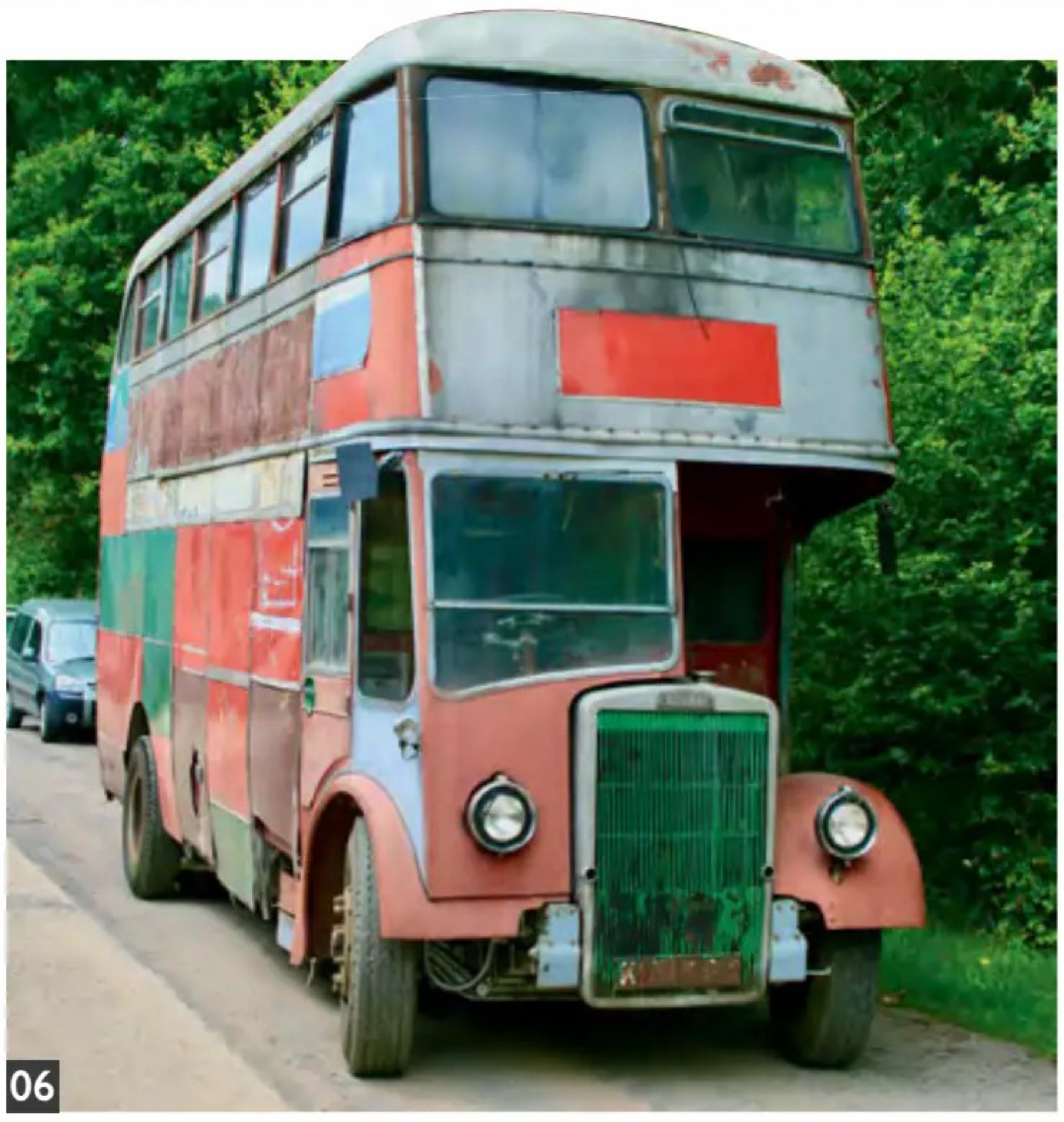
The former Isle-of-Man PD2/1 is remarkably like those formerly in the KAMS fleet. 'It was an absolutely standard Leyland product as the company did not like making alterations, especially for smaller operators,' explains

06 The partially-restored YKG 961T (MMN 11) as clad by Ward Jones using old body panels at the ADORRS' West Sussex base on 10 July 2011. The registration KMN 502 may just be detected on the radiator following the transfer of its mechanical units to the former MMN 11. **DAVID JUKES**

07 Restoration of YKG 961T (MMN 11) in progress during December 2012. **FoKAB**

08 Restoration nearing completion in 2021. **FoKAB**

09 Four new roof ventilators were fabricated for FoKAB in mid-2023. **FoKAB**


06

KING ALFRED
TEMPORARY BUS STOP
07

07

08

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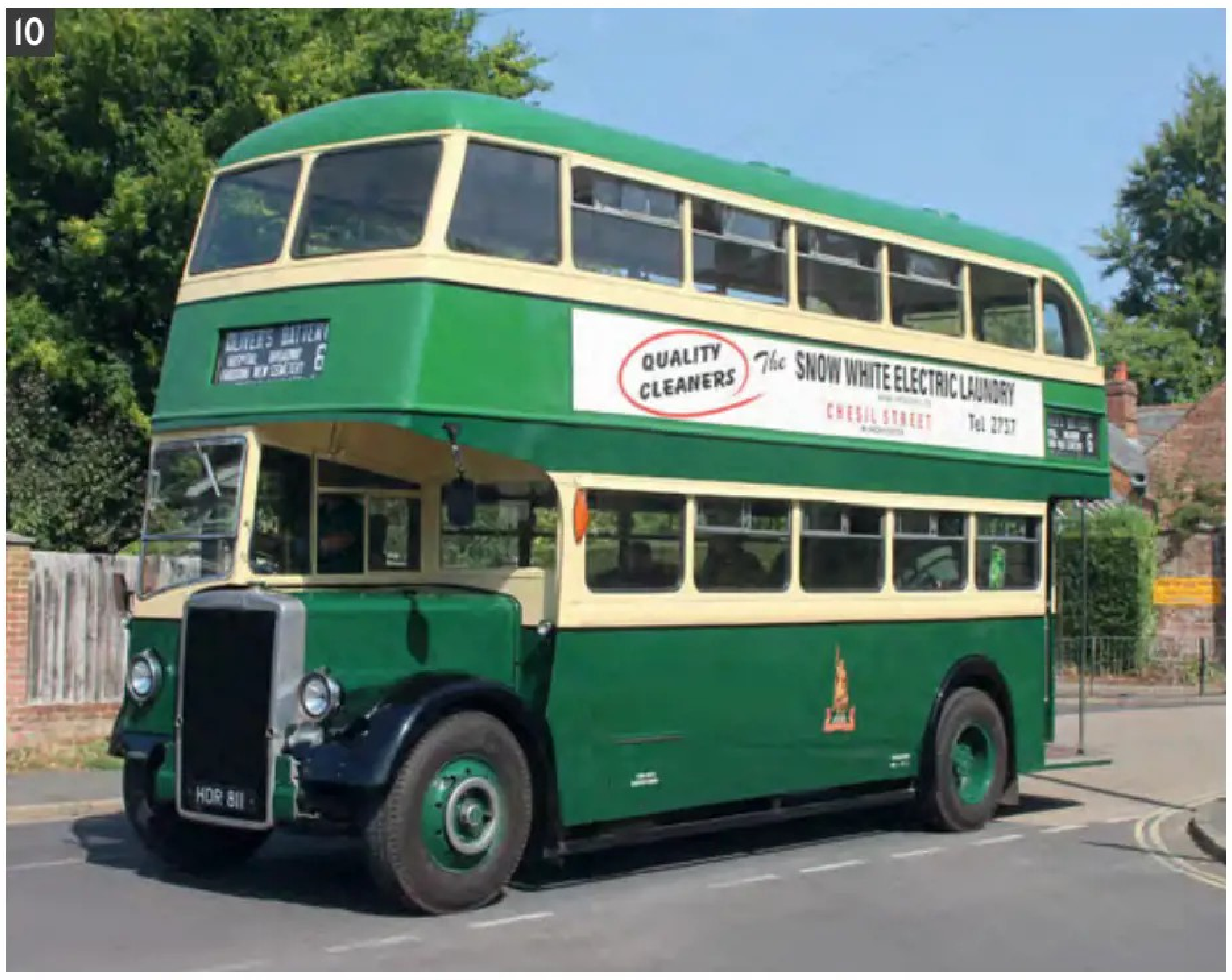
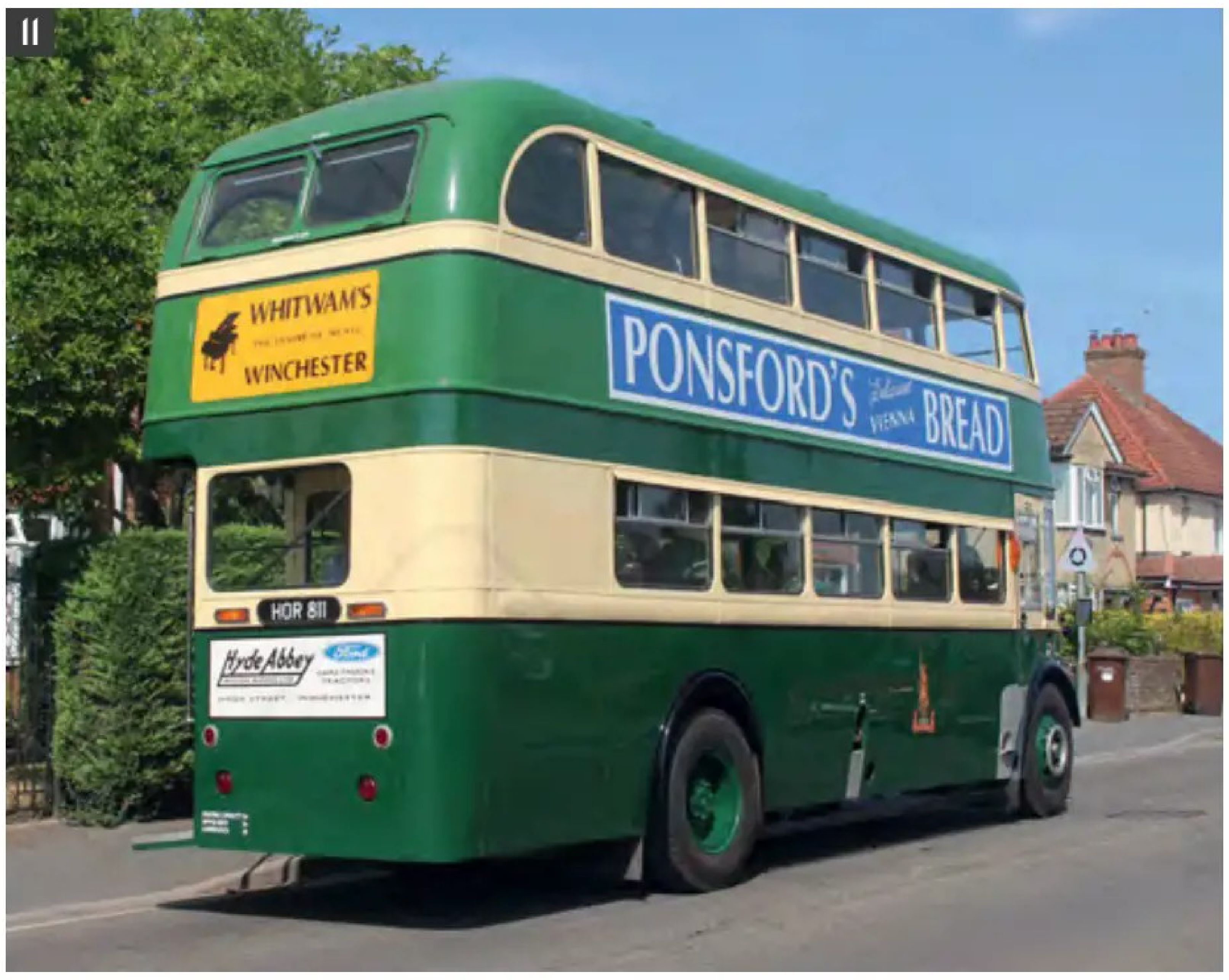




James. 'It has the same destination apertures; the seats are the same shape, and the interior layout is exactly the same.

'In fairness it is a very good replica,' he continues. 'I'm very pleased with it because it actually looks like a King Alfred bus and, of course, there were several different livery variations because the PD2s were repainted several times, each time slightly differently.

'The most obvious difference is the windows because all except one of the King Alfred PD2/1s had half-drop opening windows. We just couldn't find any of those, so we stopped trying and used the Isle-of-Man windows on the upper-deck.'

Remarkably, as MMN 11, this bus was originally equipped with half-drop windows, but Isle of Man Road Services replaced them in 1966 with top sliders. The lower-deck glazing is also different; this was sourced from a 1953 Manchester Corporation all-Leyland PD2/10 as nothing more suitable existed or could be obtained by FoKAB. The window pans' radius curves are mostly covered by the rain strips and not overly noticeable.

FINISHING TOUCHES

'We got to the point around 2022 of deciding how best to bring the restoration to a conclusion,' James recounts. 'We realised it needed painting professionally, and we had had both the Lion and the Dennis as positive experiences.

'The Lion was painted by Andy Crockett at Lathalmond, and we were really impressed by that job; so much so we asked him to do the Dennis as well. And that was what we also wanted for the Titan.

10 The Leyland-bodied PD2s could be distinguished from their PD1 counterparts by the shorter front cab panel. The style was arguably little changed from Leyland's 1936 body design; the upper-deck front windows from mid-1947 onwards were set flush using rubber mouldings. HOR 811 looks every inch a King Alfred bus — the result of much hard work over several years.
DAVID JUKES

11 The quality of HOR 811's finish is clearly evident. Note the guttering above the upper-deck emergency exit that intrigued a young James Freeman.
DAVID JUKES

12 The cab is pure Leyland, incorporating the standard dash with square speedometer and gauges.
DAVID JUKES

13 The late John Hodges and his efforts to ensure HOR 811's survival will not be forgotten. This plaque is mounted on the Titan's staircase.
DAVID JUKES

In Memory Of
JOHN HODGES
(29/1/40 - 19/10/18)
Who Worked So Hard To Ensure
The Survival Of This Bus

'The almost complete vehicle was then lifted up to Scotland,' he continues. 'Andy and his team set to work on it. There were several things that weren't quite right. The nearside rear wheelarch was very problematic, for example, getting the geometry right and so on.'

That was duly sorted and the bus painted, leaving blank advert panels that were subsequently signwritten by Locks Heath-based Richard Hawthorne (Aristocrat Signs) after the bus returned south. FoKAB required period advertisements that were relatively easy to replicate and looked at numerous photographs of KAMS PD2s to assist the choice; those chosen have created much interest.

Whitwam's music shop is advertised between decks on the rear. It was open from 1909 to 1999 and is where signwriter Richard used to buy his skiffle music in the 1960s. The company remains in business to this day as a supplier of audio-visual systems.

'The nearside advert for the Snow White Laundry actually looks very much like it really did look,' James considers. 'But it is a relatively straightforward design with block capitals.

'The Ponsford bread advert on the offside has an incredible back story,' he states. 'We found it on a John Gilham picture taken in Hillside Garage and thought it relatively easy to copy.

'Around that time one of our members was having his car serviced in Salisbury and talked to the man next in line who said: "My name is Ponsford", to which the response was: "Are you anything to do with the bread people?". "Oh yes, that was my granddad."'

Fred Ponsford ceased trading in 1962, but through that contact his son, now 92, wife and family visited the FoKAB base last November to view the Titan and its advert, creating much interest and excitement.

'Old Mr Ponsford took one look at the bus and said: "Ah yes, marina bread", recalls James. 'There was one word on the advert I could not decipher from the photograph, so in the end I picked "delicious" because I thought it sufficiently flattering. Mr Ponsford then proceeded to tell us the recipe for marina bread. So that advert talks.

'A FoKAB member used to work for UBM Ford, which also carried out a lot of engineering work for King Alfred Motor Services in the 1960s, hence the lower rear advert.'

The Titan re-registered as YKG 961T was not as wanted by FoKAB. HOR 811 was found some years ago on the open market and is considered a far better match, KAMS first two PD2/1s were registered HAA 809 and HOR 493, while efforts were not made until the late-1950s to have a coherent series of fleet/registration numbers.

'We have unfortunately suffered a series of teething troubles since the bus returned to Winchester,' admits James. 'They have gradually been worked through, and a lot of improvements made as we've gone along.

'It is FoKAB's only highbridge bus and that presents us with a number of issues, such as low trees,' he adds. 'The tallest Stagecoach South double-deckers in Winchester are 13ft 10 high and the PD2 is 14ft 7in. That means nothing is trimmed, which is a problem.

'The PD2 is likely to be FoKAB's last big project, the Olympic aside, unless someone comes up with something astonishing,' James concludes. 'The nature of the game is changing, but we may take on something like the Leyland Lion which was fully restored when we bought it; we then just had to paint it.'

Our grateful thanks to James Freeman and the FoKAB team for their kind assistance and hospitality.

Table 1: King Alfred Motor Services all-Leyland Titans

PD1A

Reg	Layout	Into service	Out of service	Sold
FCG 275	Lowbridge 53-seat	2/47	12/63	4/64+++
FCG 276	Lowbridge 53-seat	1/47	3/67	3/67+++
GAA 951	Lowbridge 53-seat	11/47	12/64	12/65 +++
GAA 952	Lowbridge 53-seat	11/47	12/66	3/67*

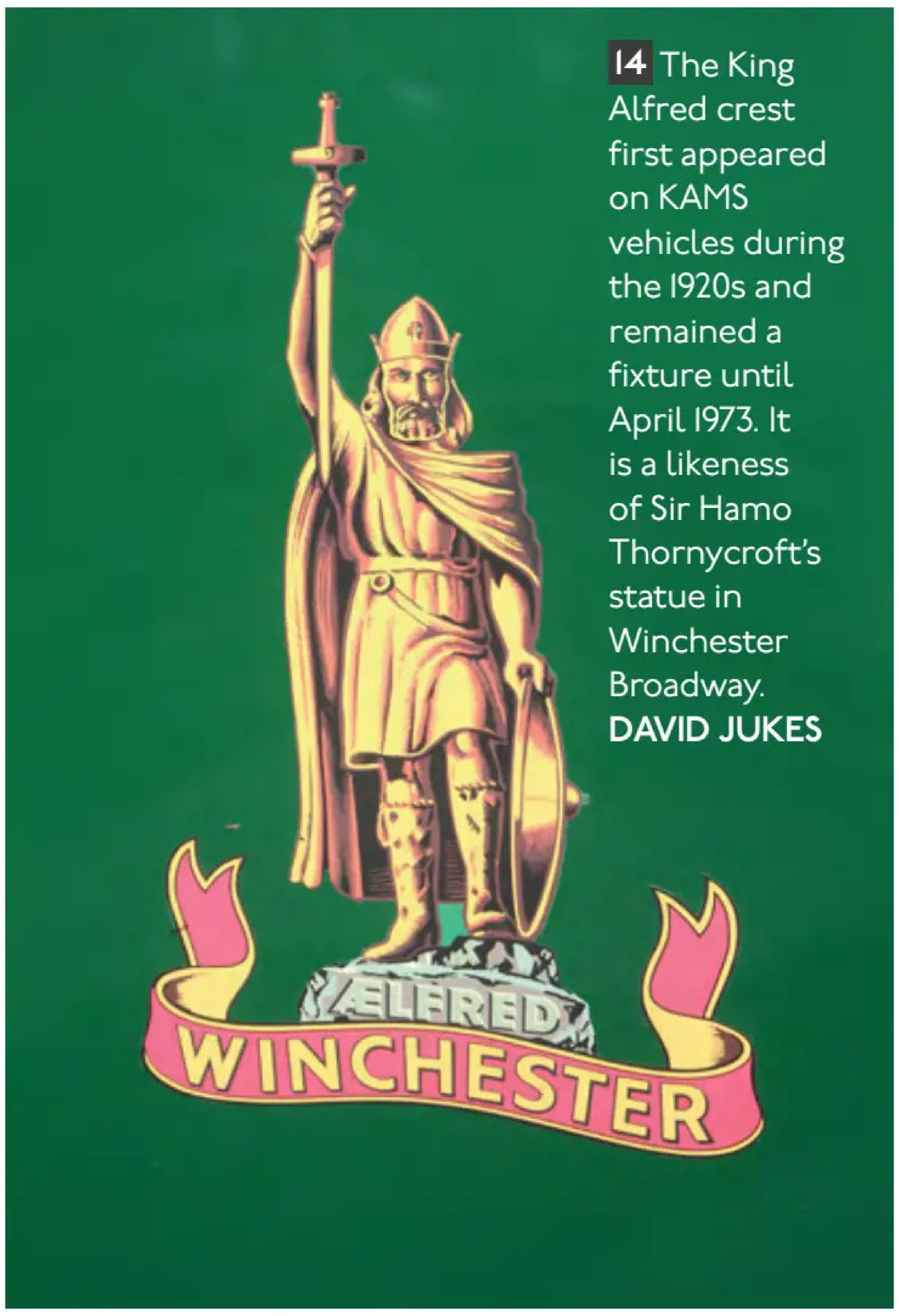
PD2/1

Reg	Layout	Into service	Out of service	Sold
HAA 809+	Highbridge 56-seat	5/49	11/69	6/71**
HOR 493	Highbridge 56-seat	3/50	10/69	6/71**
JAA 705	Lowbridge 53-seat	10/50	5/67	6/71**
JAA 706	Highbridge 56-seat	10/50	1/70	6/71**
JAA 707	Highbridge 56-seat	10/50	8/70	8/72**
JOR 593++	Highbridge 56-seat	9/51	7/67	10/72**
JOR 594	Lowbridge 53-seat(x)	5/51	8/72	9/72**

PD2/10

Reg	Layout	Into service	Out of service	Sold
KOR 381	Lowbridge 55-seat	8/52	2/71	8/72**
KOR 382	Lowbridge 55-seat	9/52	4/71	8/72**
LAA 822	Lowbridge 55-seat	7/53	6/70	8/72**

+First highbridge double-decker, part of diverted export order
++Top deck rebuilt 6/63, work considered to be sub-contracted by Park Royal to Reading, Portsmouth
to Taylor, London SE1, wd 4/69
**to Morgan, Waltham Chase, for scrap
(x)Platform Doors



14 The King Alfred crest first appeared on KAMS vehicles during the 1920s and remained a fixture until April 1973. It is a likeness of Sir Hamo Thornycroft's statue in Winchester Broadway. **DAVID JUKES**

THE LEYLAND TITAN PD2/1

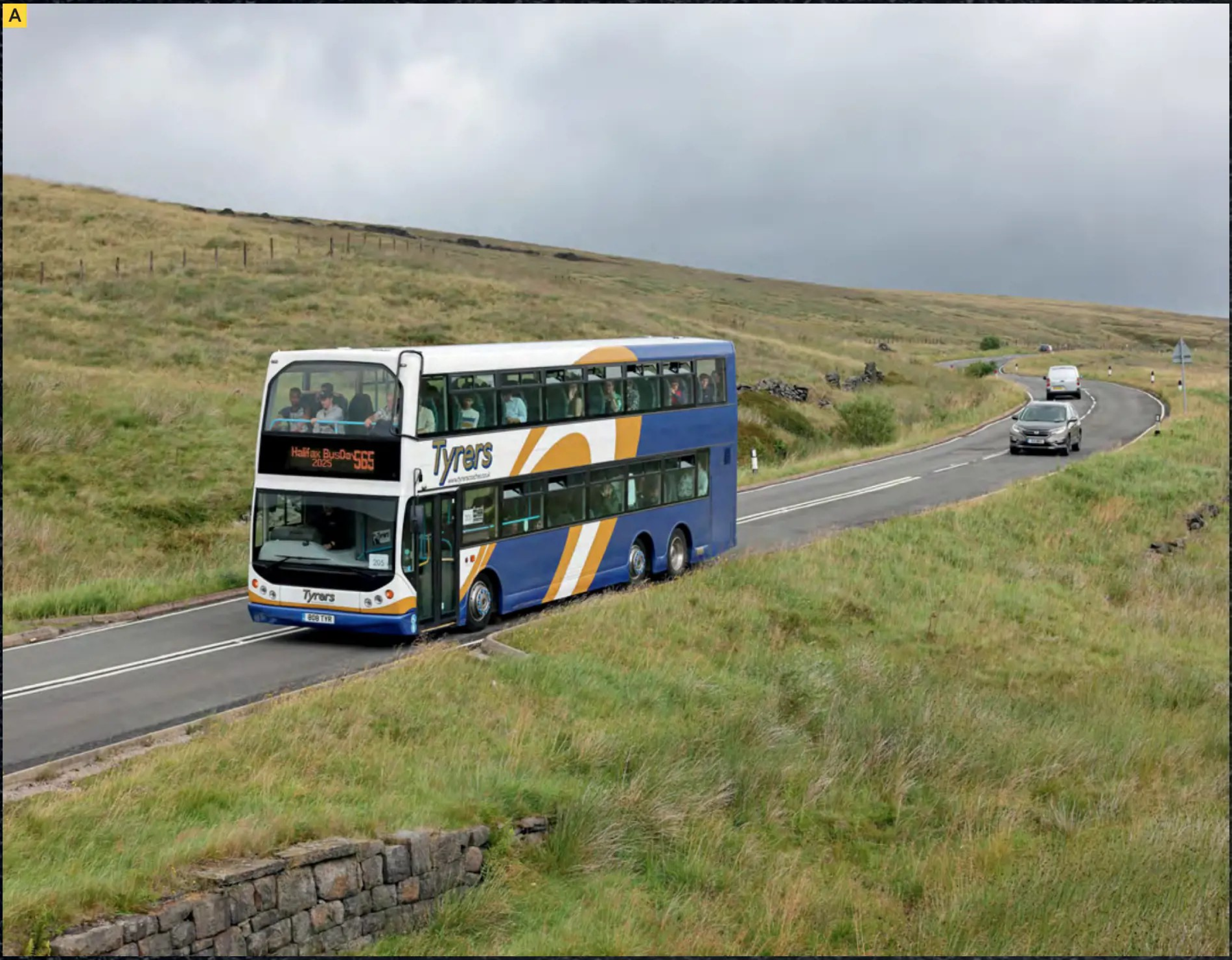
Leyland offered its postwar Titan chassis from 1947 with the Leyland O.600 engine first used in its goods vehicles the previous year. The resultant first model PD2/1 also featured a synchromesh gearbox (the first heavy duty unit on a British-built bus), vacuum-assisted triple servo brakes, and a choice of three different rear axle ratios (4.8:1, 5.4:1, and 6.5:1).

The O.600 engine had a capacity of approximately 9.8-litres (the 600 within its designation refers to its capacity in cu in), producing 125 brake horsepower at 1,800 revolutions per minute, with production continuing until 1972. It offered a livelier and smoother performance than the E181 7.4-litre unit used in the preceding Titan PD1 range.

The PD2/1 Titan variant was built between 1947 and 1951, intended for bodywork of 26ft length and 7ft 6in width. It was widely sold to home and overseas markets (the latter principally where the buyer wanted Leyland-built bodywork, which was not available on the export OPD2 range), although export uncertainties saw numerous South Africa-specification all-Leyland PD2/1s sold instead to British operators.

The PD2/1 was superseded by a 1950 change in British Construction & Use Regulations which saw the maximum double-deck bus length increased to 27ft; its effective replacement being the PD2/10.

A


Halifax BusDay 2025 565
Tyrers
www.tyrerscoaches.co.uk
205
808 TYR

On The Road

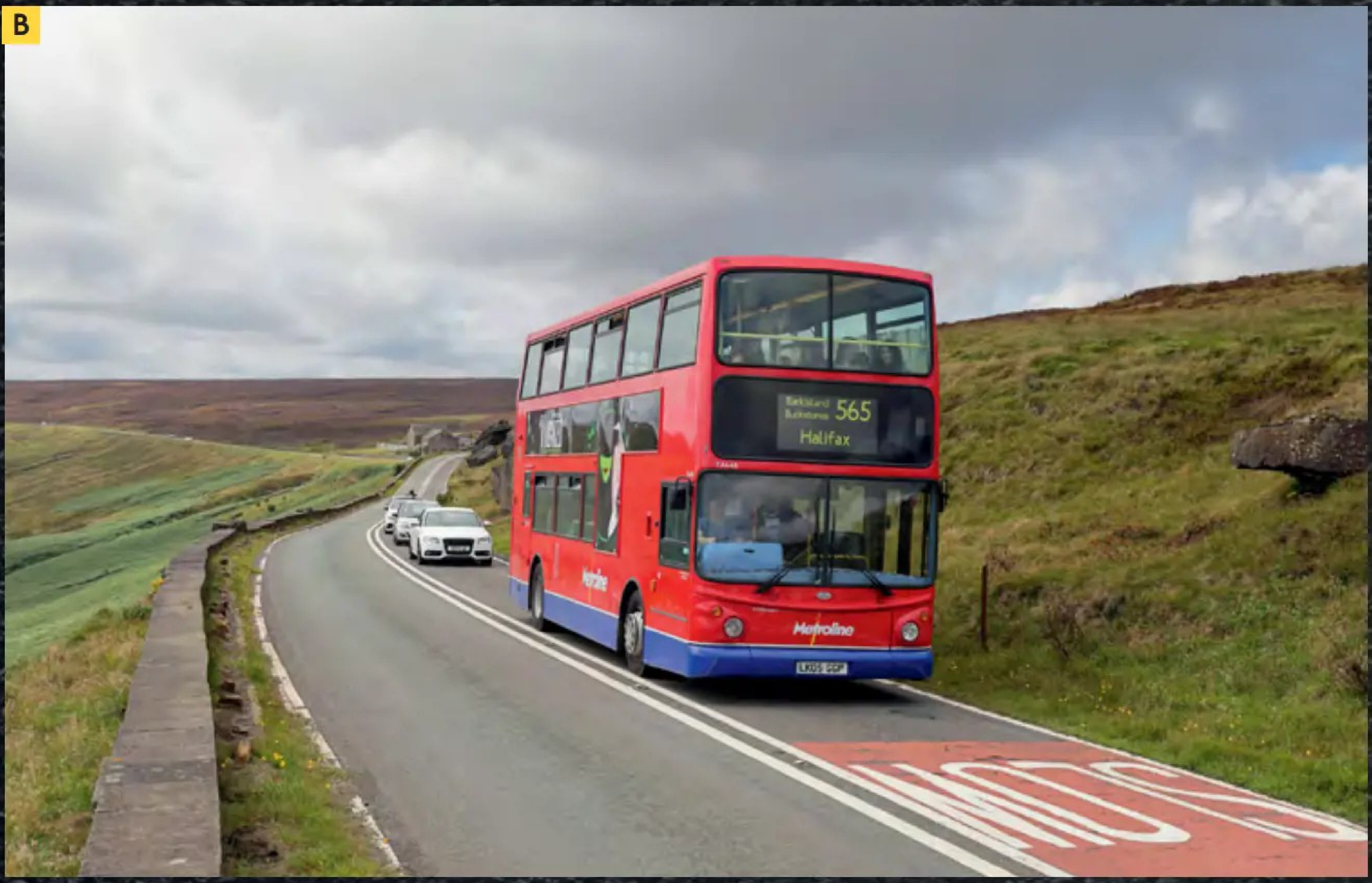
This month's collection of older service and preserved vehicles is presented by DAVID JUKES.

PENNINES COMMUNITY BUS DAY

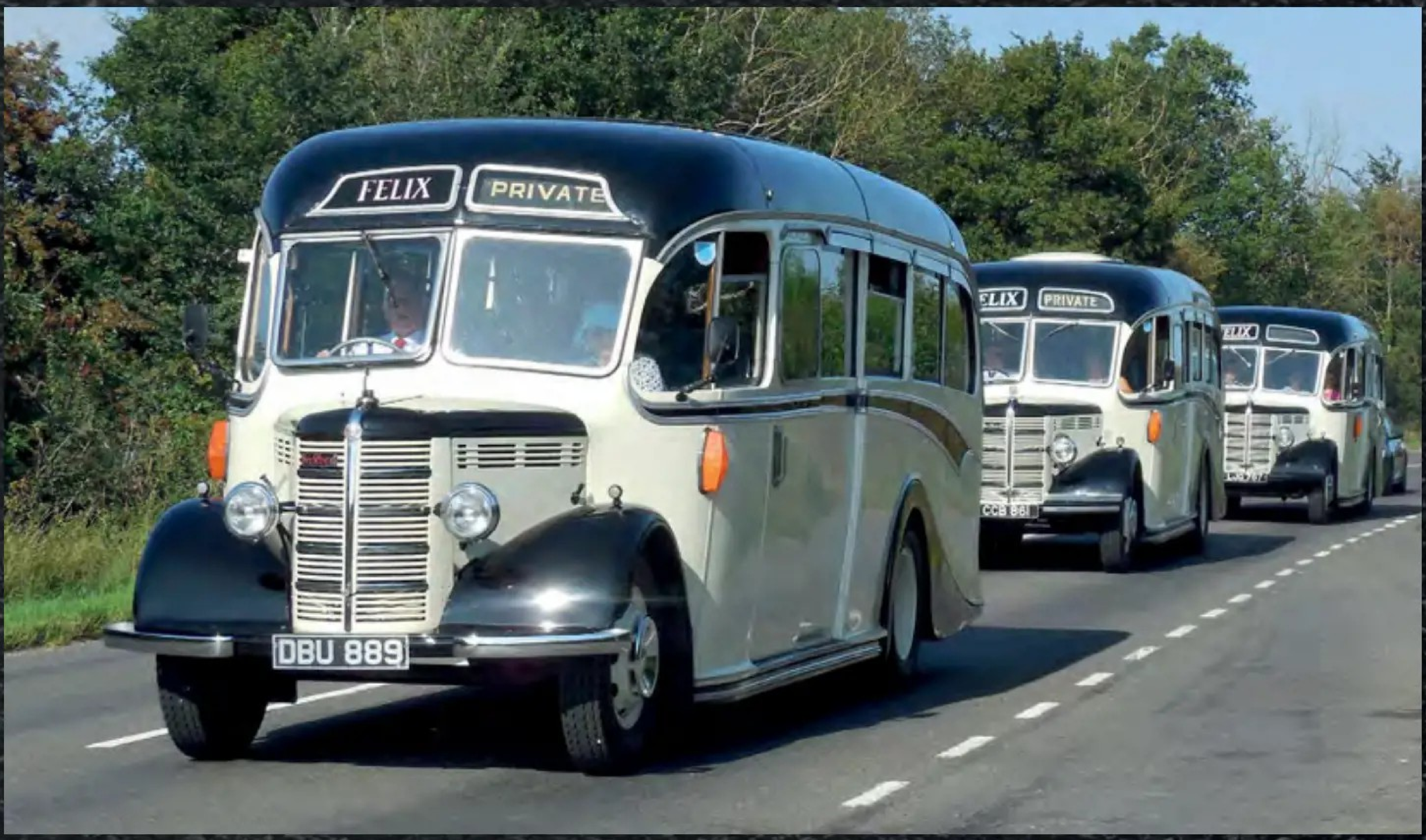
A network of free bus services connected Halifax with the scenic Calder Valley on 3 August. (A) Seen at Castleshaw Moor is Tyrers Coaches of Bolton 808 TYR, a 2005 East Lancs Myllennium Nordic-bodied Volvo B9TL new to Weavaway of Newbury registered OU05 AWJ. Buckstones hosts: (B) former Metroline TA648 (LK05 GGP), a 2005 Alexander Dennis ALX400-bodied Trident; (C) former First Somerset & Avon 42910 (WX05 RVU), a 2005 Alexander Dennis Super Pointer Dart SLF; and (D) former GM Buses 3253 (C253 FRJ), a 1986 Northern Counties-bodied Leyland Olympian ONLXB/1R new to Greater Manchester PTE.

Pictures: ANTHONY HICKS

B


565
Halifax
Metroline
LK05 GGP
SLOW

Denshaw
565
C


FELIX
PRIVATE
DBU 889

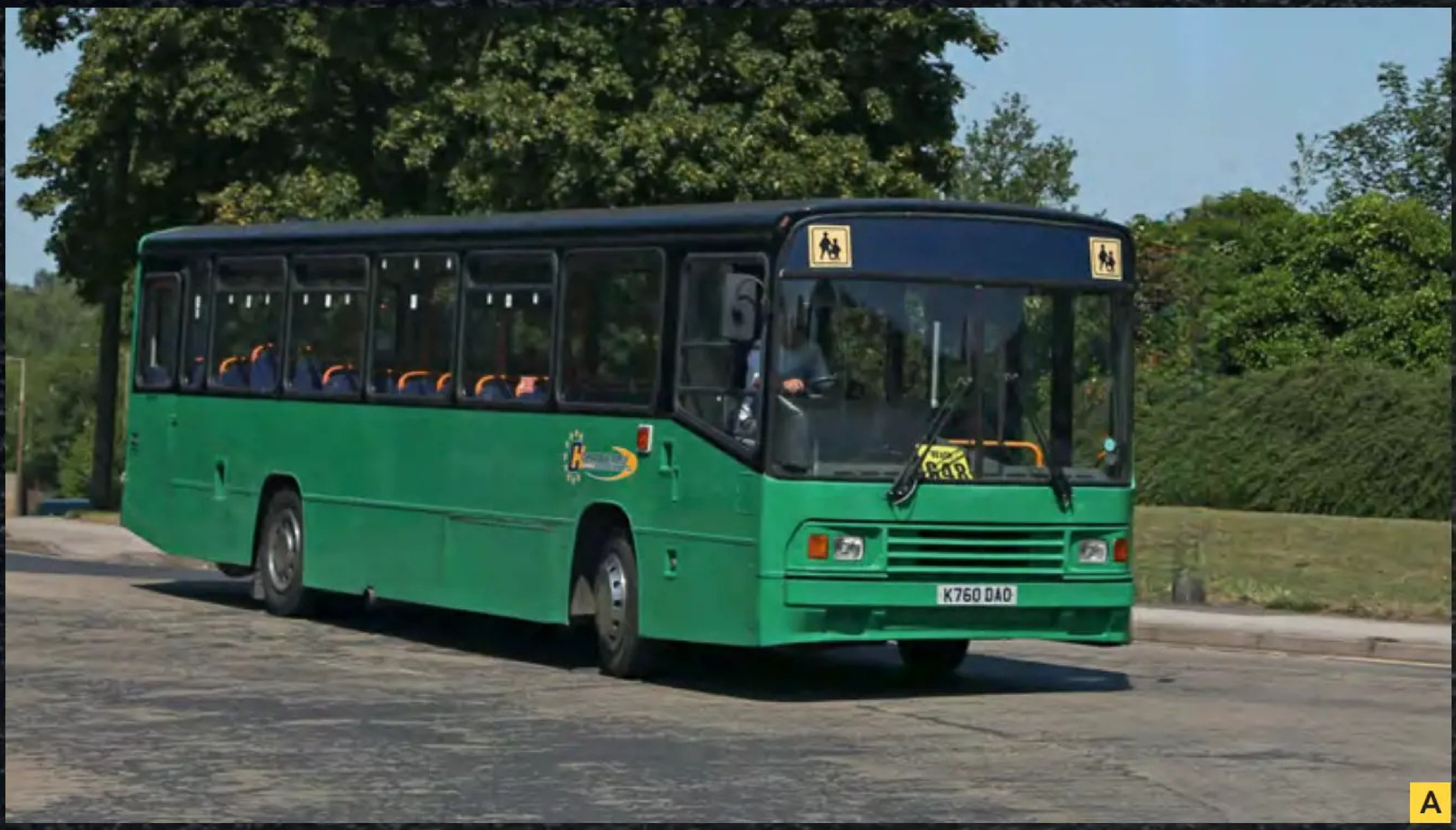
Picture: MARTYN HUNT

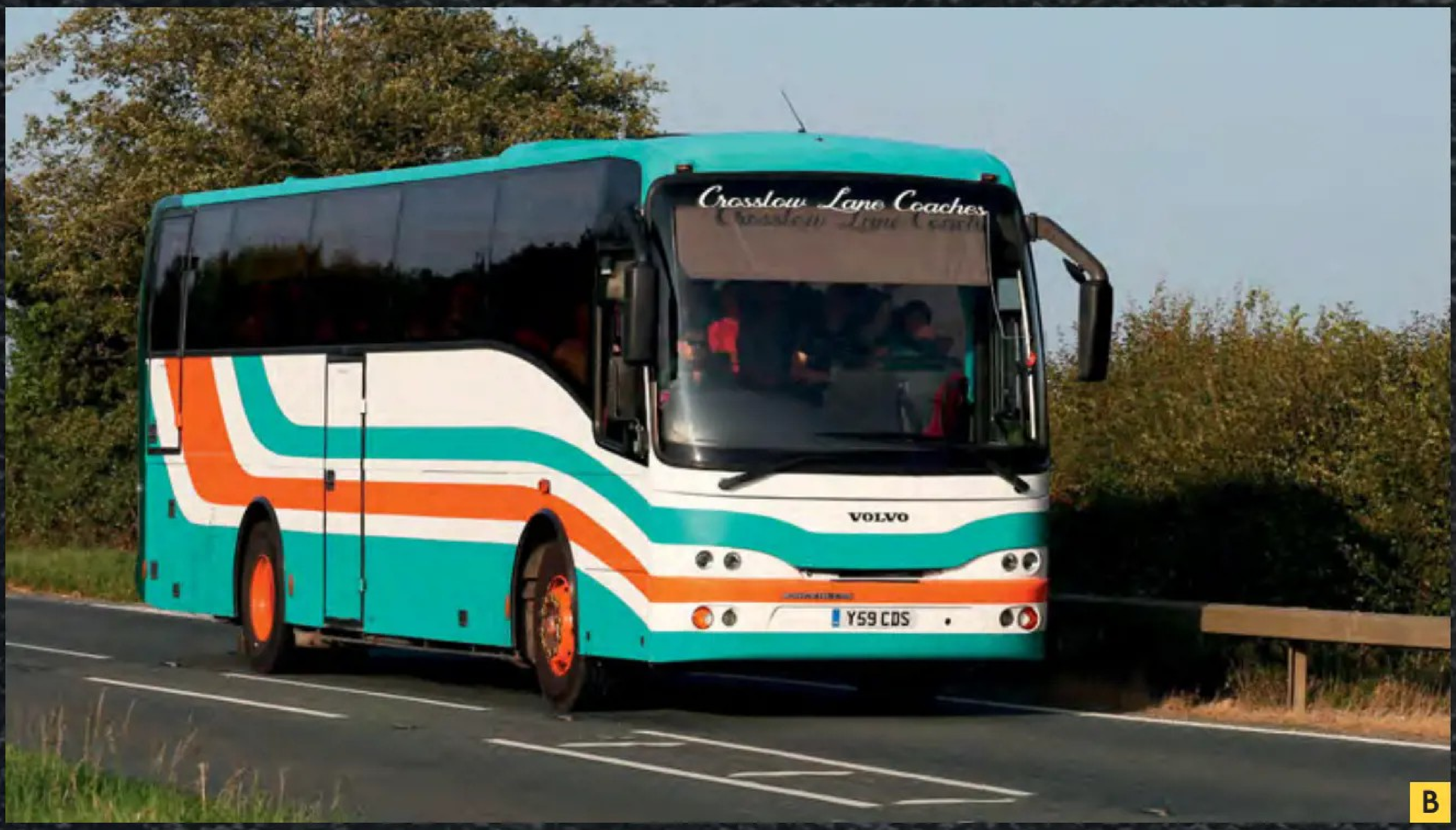
BACK TO BASE

Heading home after The Big Bus Show at Stonham Aspal on 10 August is this trio of Duple Vista-bodied Bedford OBs in the Felix Coaches of Long Melford fleet. DBU 889 was new to Shearings of Oldham in 1947, CCB 861 to Ribblesdale of Blackburn in 1951, and LJO 757 to South Midland in 1948 as its No 44.

VETERAN VOLVOS

This pair of ageing, but very smartly presented vehicles remain in service. (A) K760 DAO, an Alexander PS-bodied Volvo B10M new in 1993 to Stagecoach Cumberland. It later had several owners, reaching Lawsons of Corby in 2015 where it gained its current green livery and attended several rallies. The bus moved north to Rotherham-based Marsland Travel in 2022, passing to Barnsley-based haulier Chad Healey European three years later. It is seen heading out to a school run in Wath-upon-Dearne on 11 July. (B) Carrying the livery of previous operator Glenn Ryder Travel is Y59 CDS, a 2001 Jonckheere Mistral-bodied Volvo B10M from the Ashbourne (Derbyshire) fleet of Crosslow Lane Coaches. The coach was new to Parks of Hamilton registered LSK 871, gaining its current registration on sale three years later. It arrived at its current home in 2023 after serving with several other operators. The Volvo is pictured returning home from a day trip to the Yorkshire coast on 10 August.

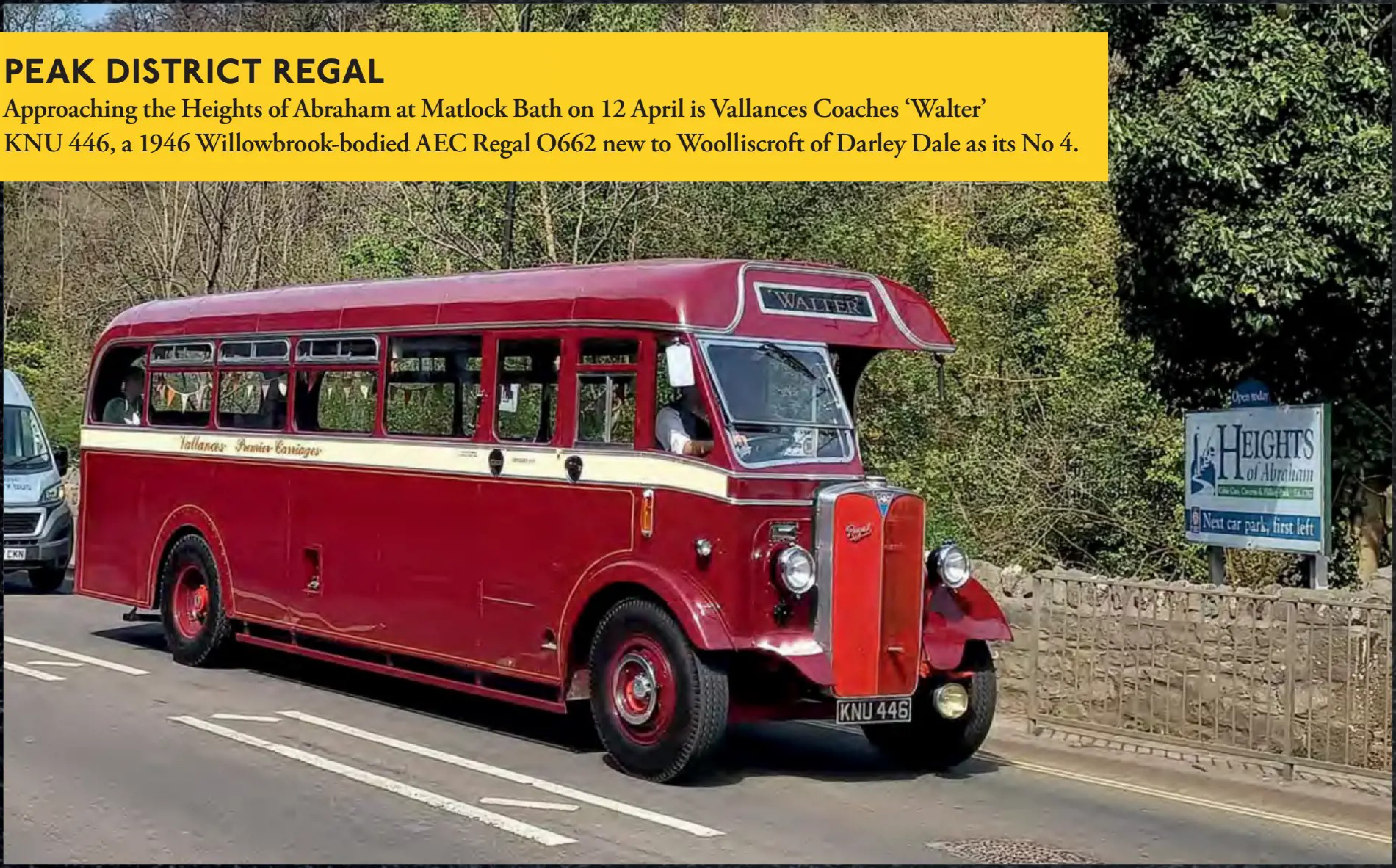



Crosslow Lane Coaches
VOLVO
Y59 CDS
B

Pictures: DAVID MITCHELL

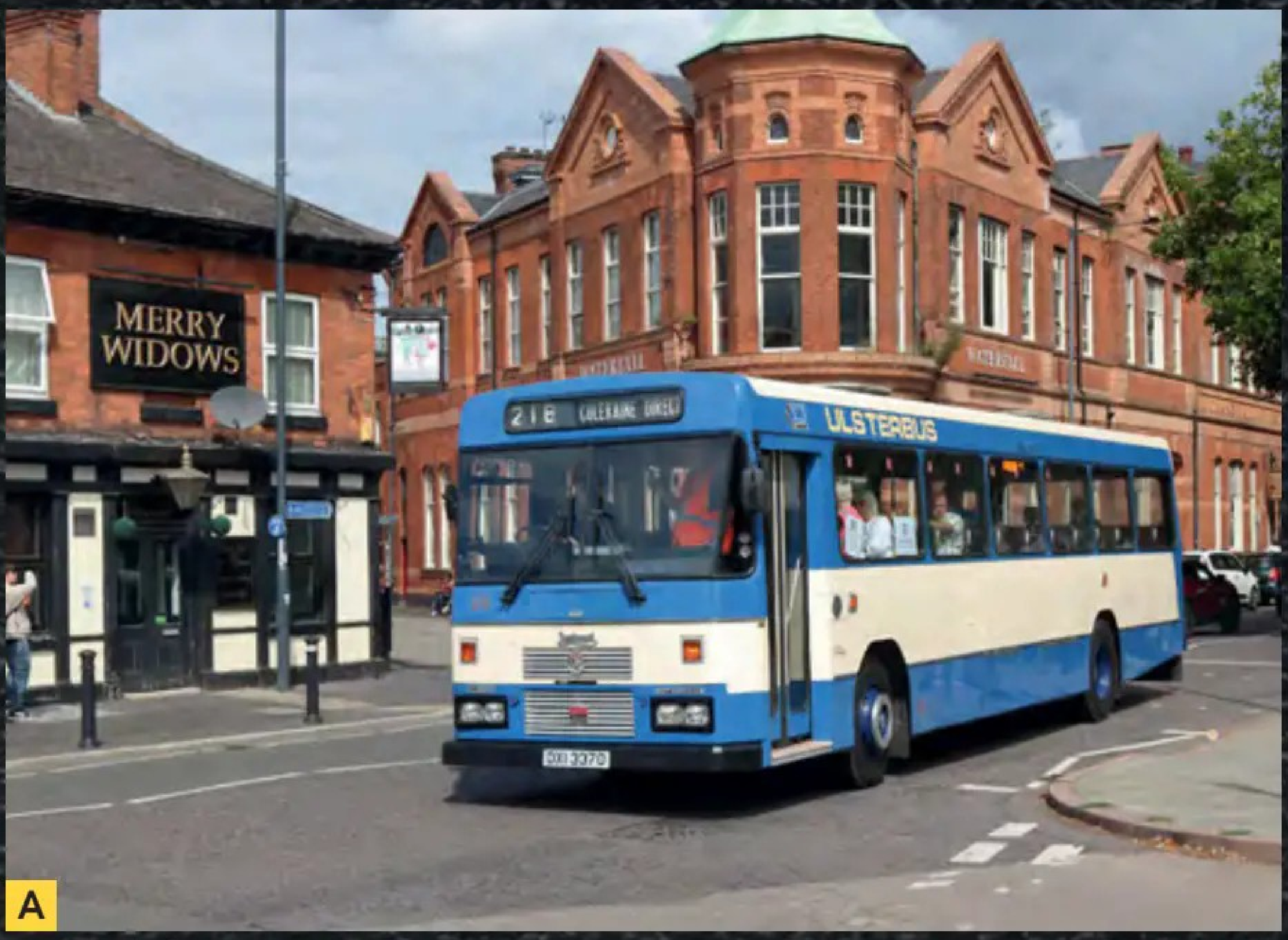
PEAK DISTRICT REGAL

Approaching the Heights of Abraham at Matlock Bath on 12 April is Vallances Coaches 'Walter' KNU 446, a 1946 Willowbrook-bodied AEC Regal O662 new to Woolliscroft of Darley Dale as its No 4.


WALTER
Vallances Premier Carriages
KNU 446
Open today
HEIGHTS of Abraham
Next car park, first left

Picture: IAN MOORCROFT

Pictures: SHANE ROSS


MERRY WIDOWS
ULSTERBUS

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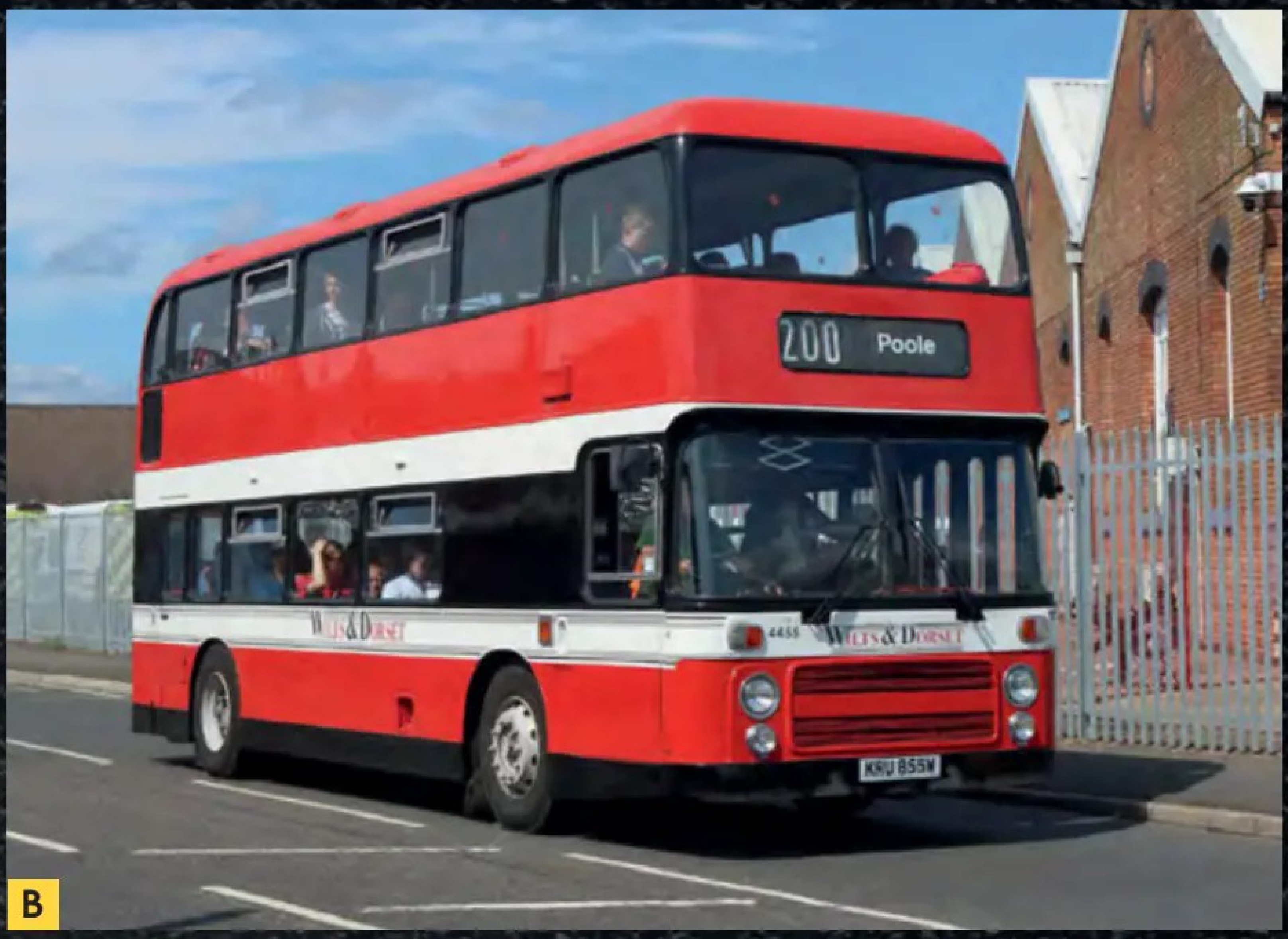
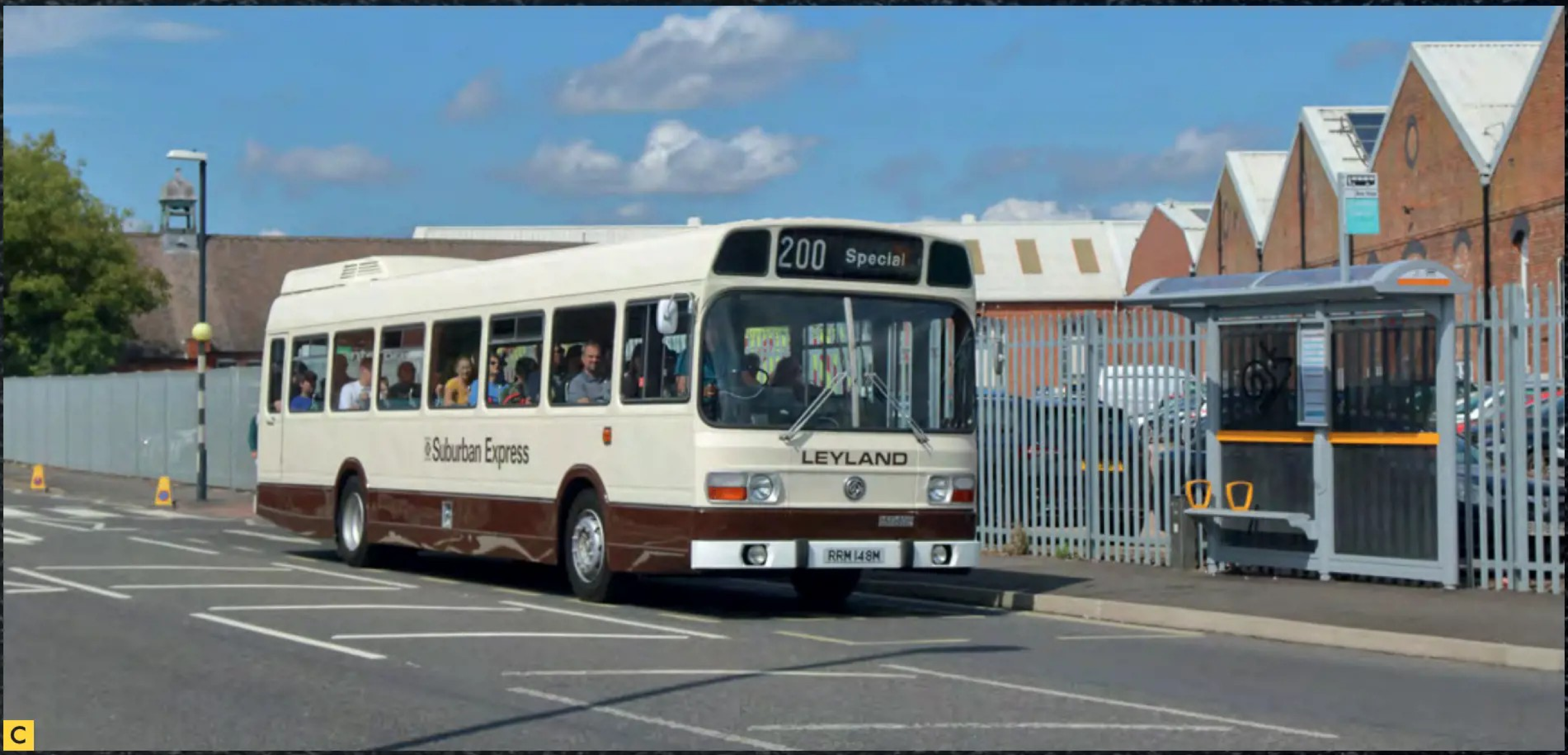

200 Poole
WILTS & DORSET

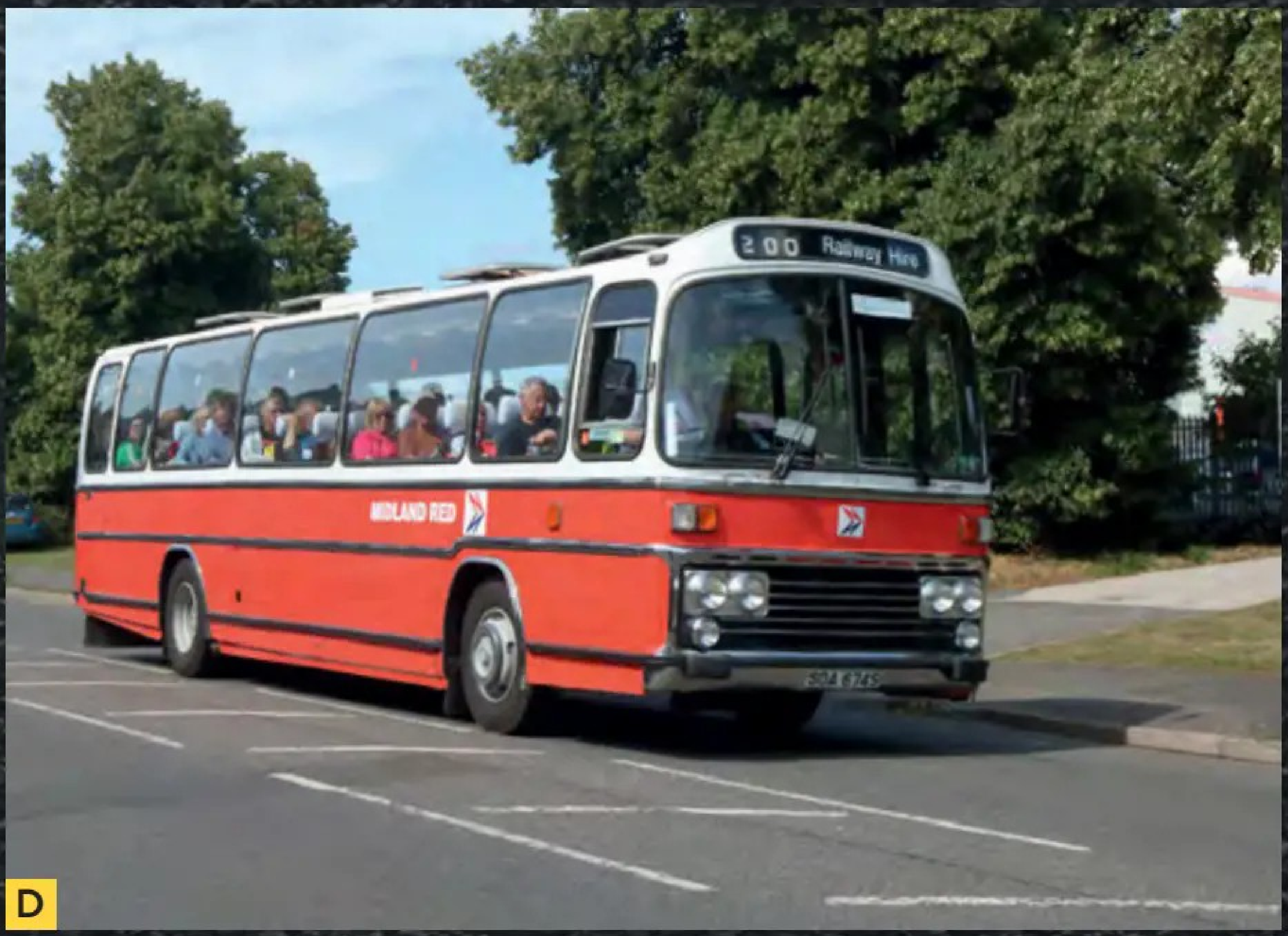
B


200 Special
Suburban Express
LEYLAND

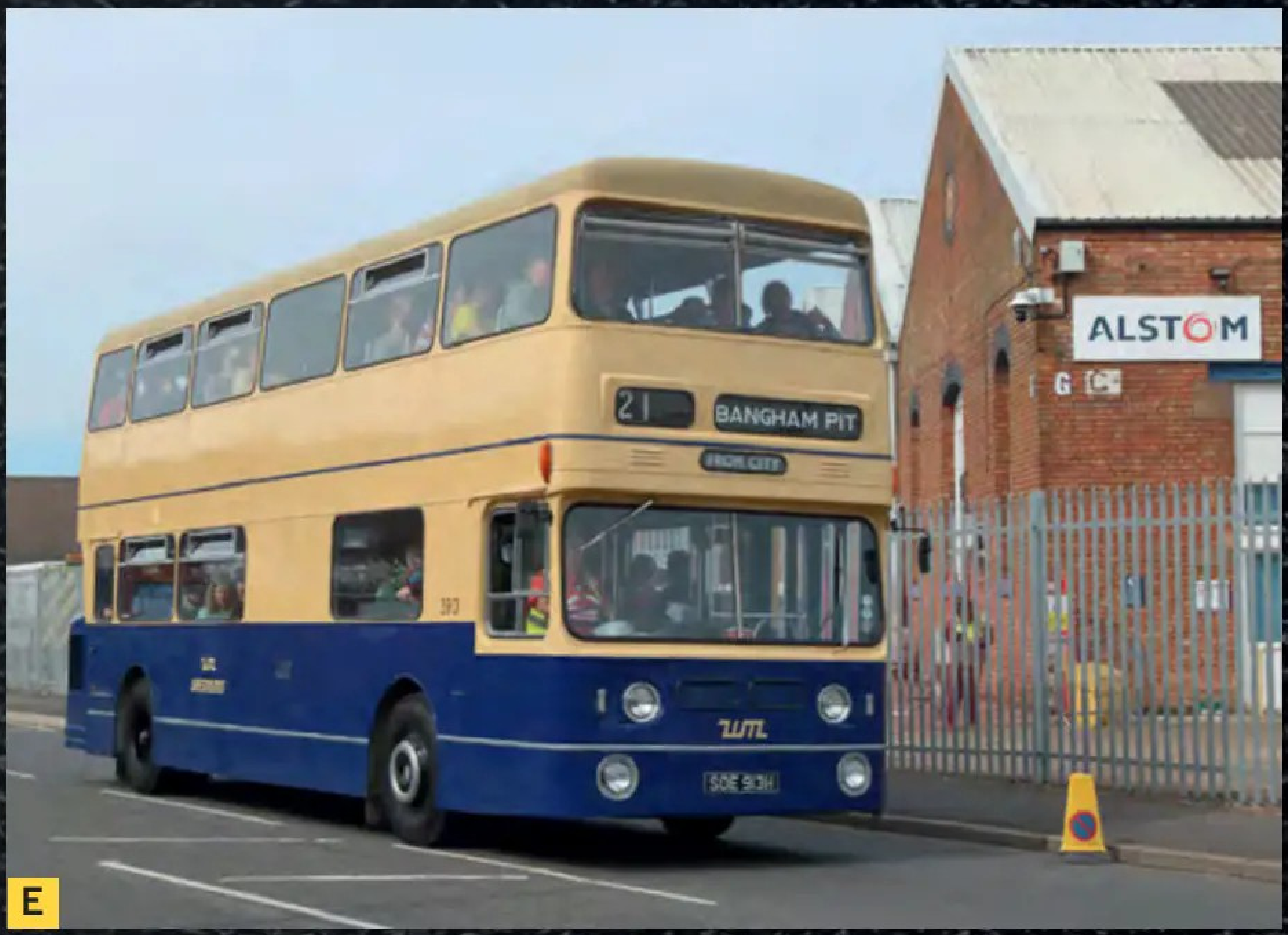
C

THE GREATEST GATHERING

The Greatest Gathering event was held in Derby on 1-3 August as the centrepiece of Railway 200 celebrations. Several heritage buses were used to shuttle event visitors between Derby railway station and the Alstom's Litchurch Lane works including: (A) former Ulsterbus 370 (DXI 3370), a 1984 Alexander (Belfast) N-bodied Leyland Tiger TRBLXCT/2RP; (B) former Wilts & Dorset 4455 (KRU 855W), a 1980 Eastern Coach Works-bodied Bristol VRT/SL3/6LXB new to Hants & Dorset as its 3455; (C) RRM 148M, the one-off 1973 former Leyland National Suburban Express demonstrator; (D) former Midland Red 674 (SOA 674S), a 1978 Plaxton Supreme III-bodied Leyland Leopard PSU3E/4R; and (E) former West Midlands PTE 3913 (SOE 913H), a 1969 Park Royal-bodied Daimler Fleetline CRG6LX.


200 Railway Hire
MIDLAND RED

D


21 BANGHAM PIT
ALSTOM

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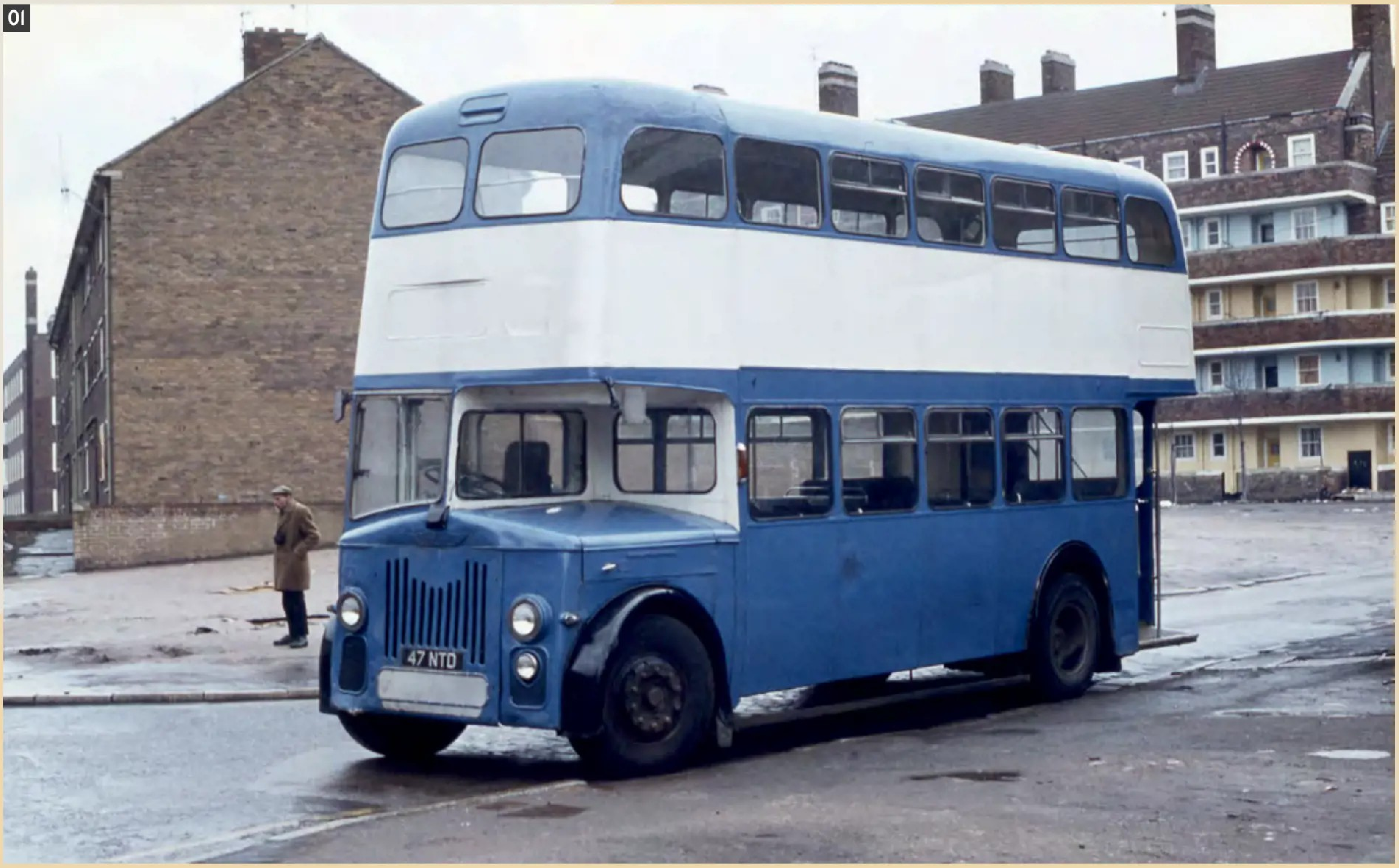


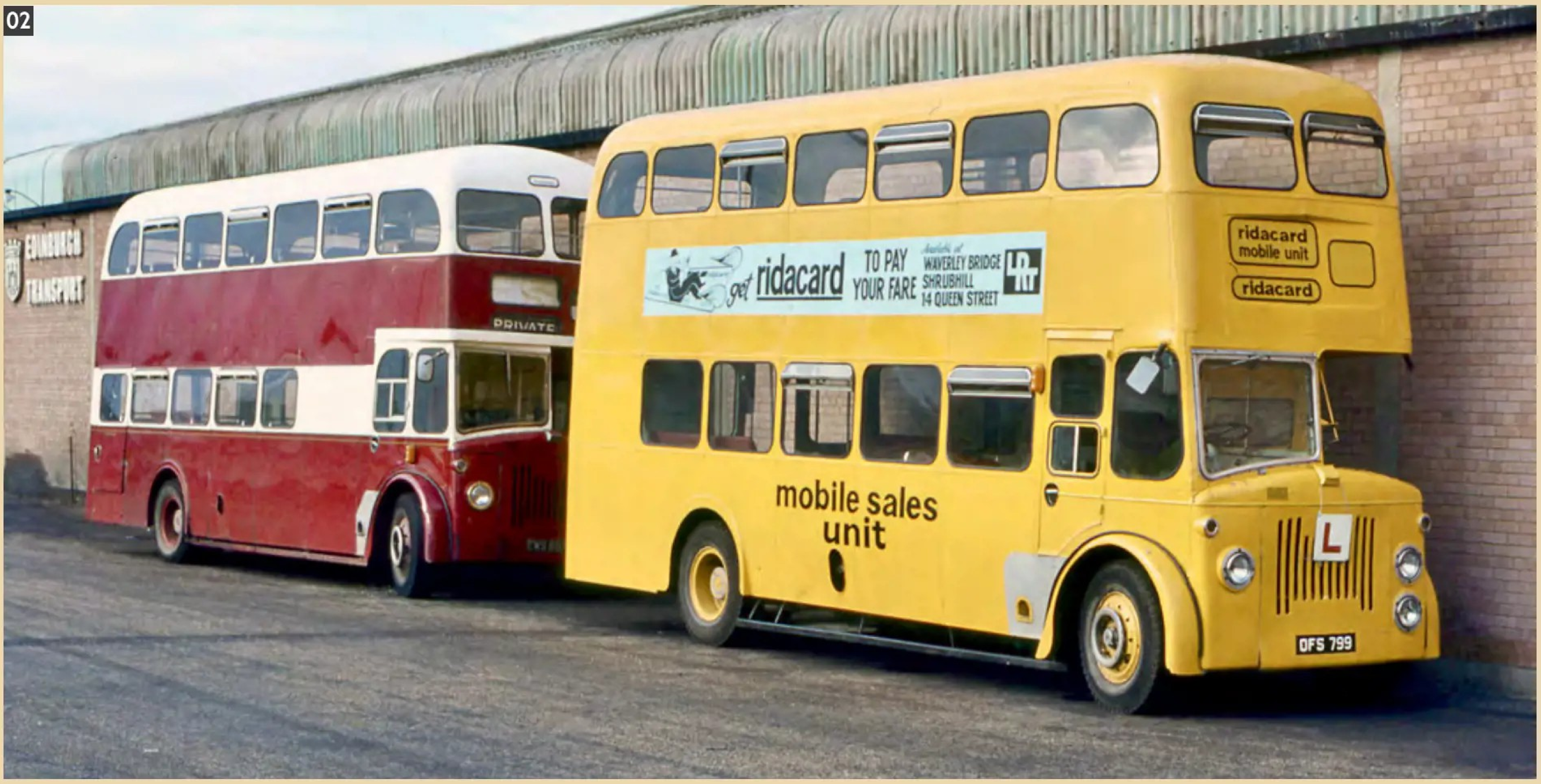
Long-lived Titans

The postwar Leyland Titan was virtually indestructible.
Here are some well past their sell-by dates.

01 Seen in March 1979 in Bootle, Liverpool is former Lytham 1960 Metro-Cammell-bodied Leyland PD 2/30 47 NTD. What it was doing there we are not quite sure. Help anyone?

02 Meanwhile in Edinburgh we find a pair of Lothian Titans outside Marine garage. Leading is 'monstrous mass of shimmering tin' Metro Cammell-bodied Leyland PD2/20 OFS 799 at the time (September 1979) allocated to training duties. It carries an advert for 'Ridercard' (known to local bus enthusiasts as 'ridd-a-card'. This promotion continues to this day. Behind is an unidentified Alexander-bodied forward-entrance Leyland PD2.

02

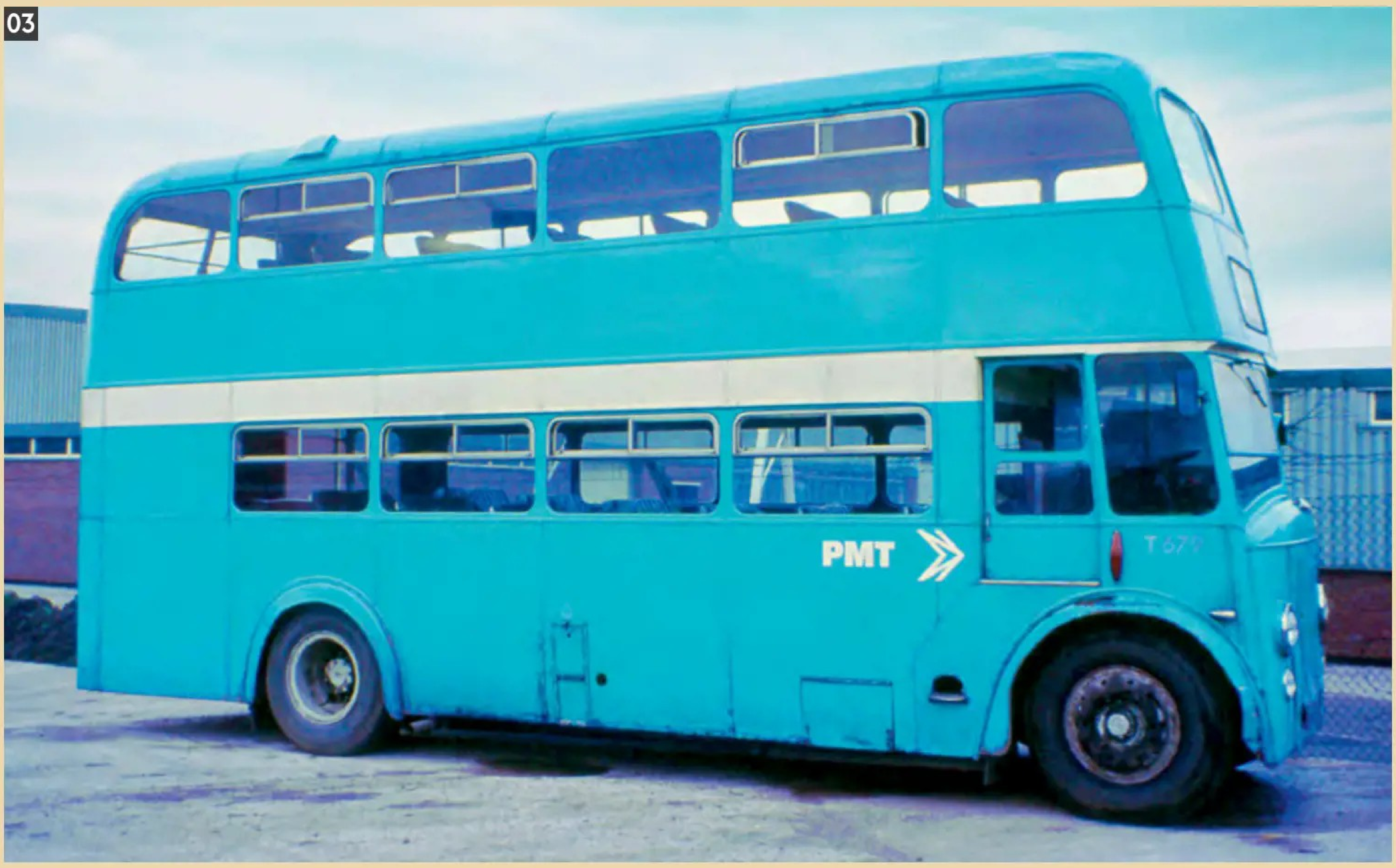

EDINBURGH TRANSPORT
PRIVATE
get ridacard
TO PAY YOUR FARE
Available at WAVERLEY BRIDGE SHRUBHILL 14 QUEEN STREET
ridacard mobile unit
ridacard
mobile sales unit
L
OFS 799

Pictures: PRESBUS ARCHIVE

03 New to Baxter, Hanley in 1957, this lowbridge Willowbrook-bodied Leyland PD2/20 briefly wore this pleasing blue training livery some years after. PMT had taken over Baxter's during the 1960s. It is a pity that this vehicle, PMT 679 (203 BEH), did not make it into preservation.

04 Many early Southdown Northern Counties-bodied Leyland PD3/4s failed to make it into preservation. Here we see No 880 (2880 CD) following withdrawal serving as a driver-trainer wearing an all-over advert for Fiat and Talbot dealer PDH.

03



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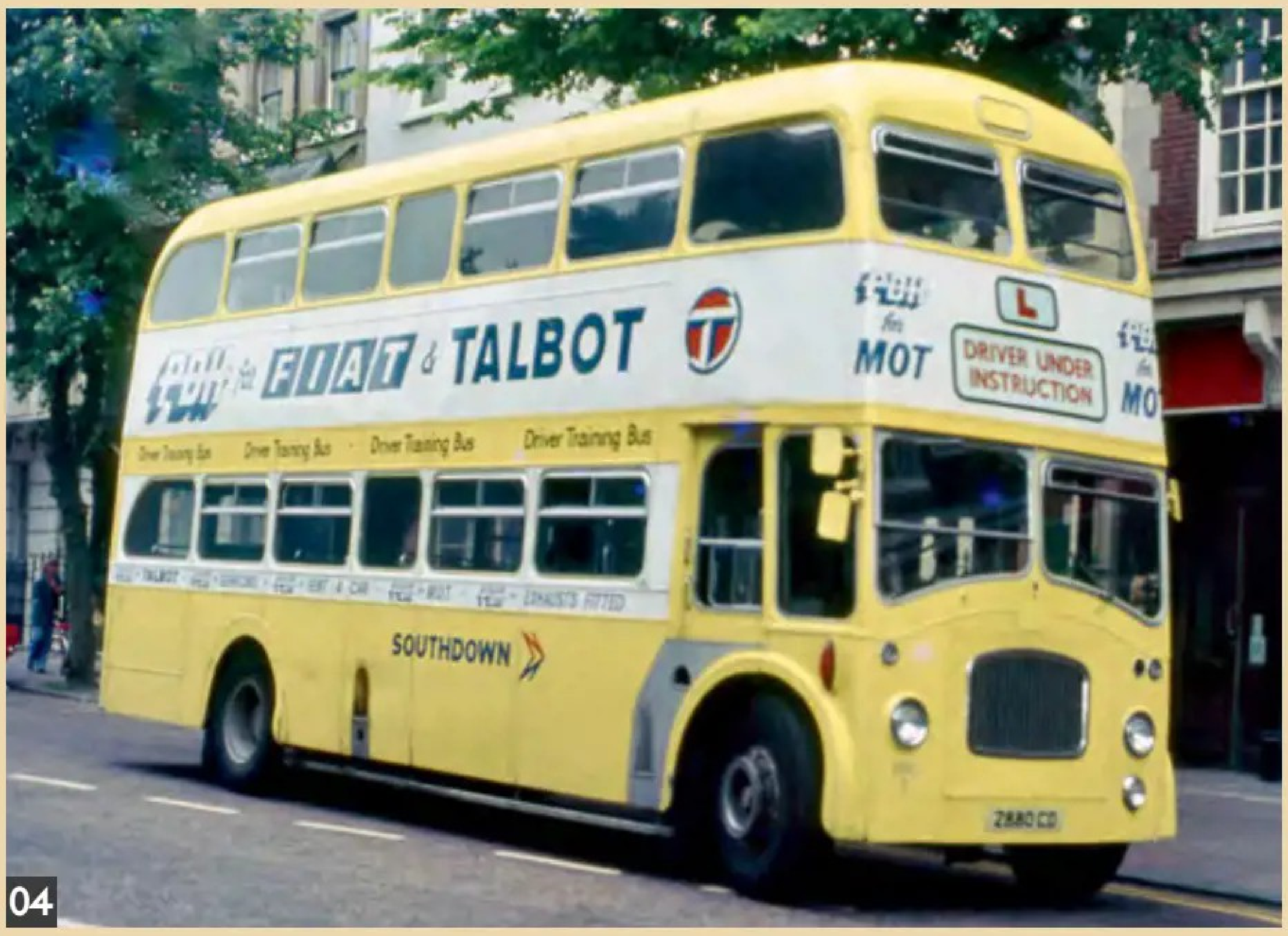
PDH for FIAT & TALBOT
PDH for MOT
DRIVER UNDER INSTRUCTION
Driver Training Bus
SOUTHDOWN
2880 CD

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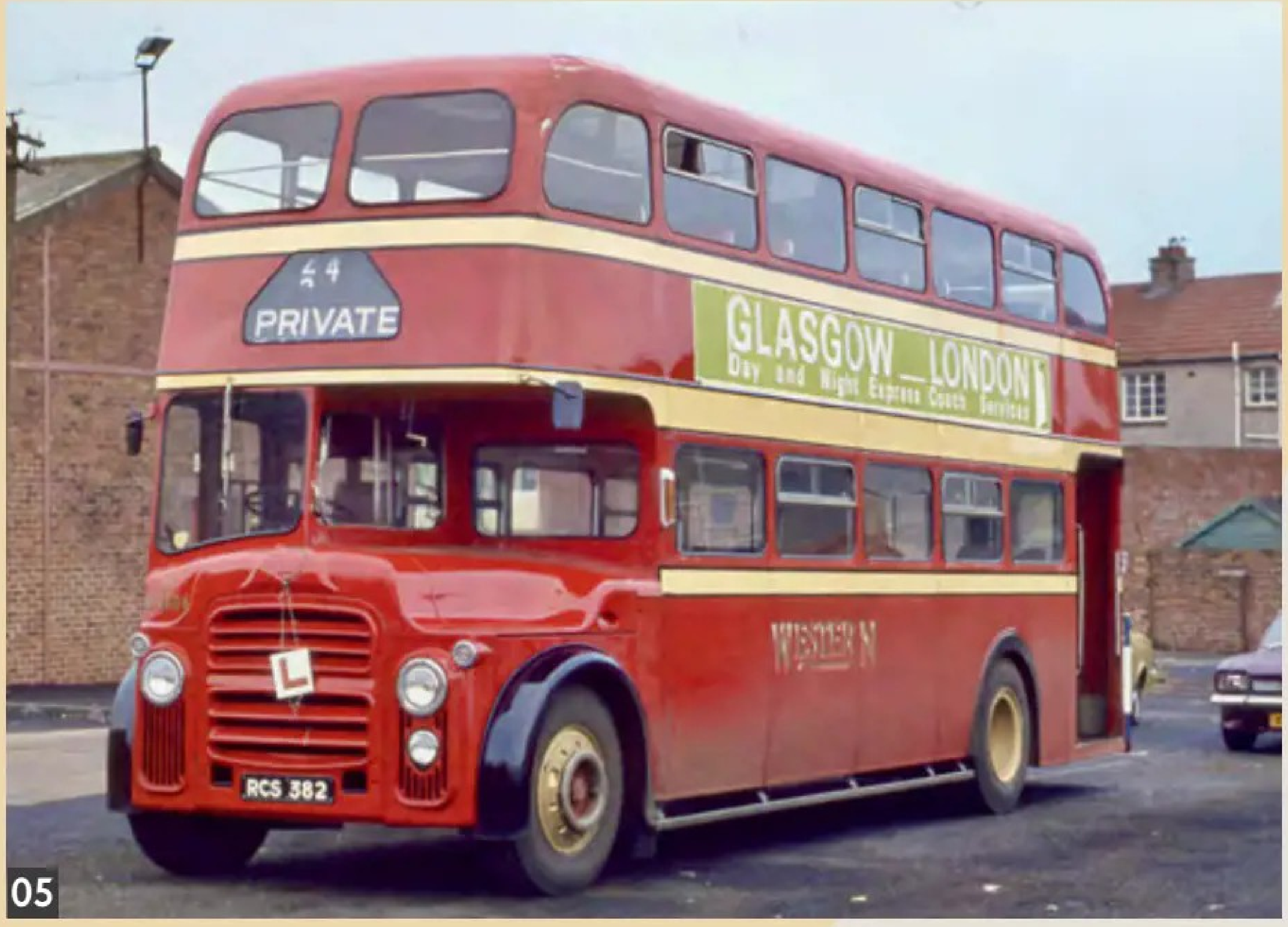
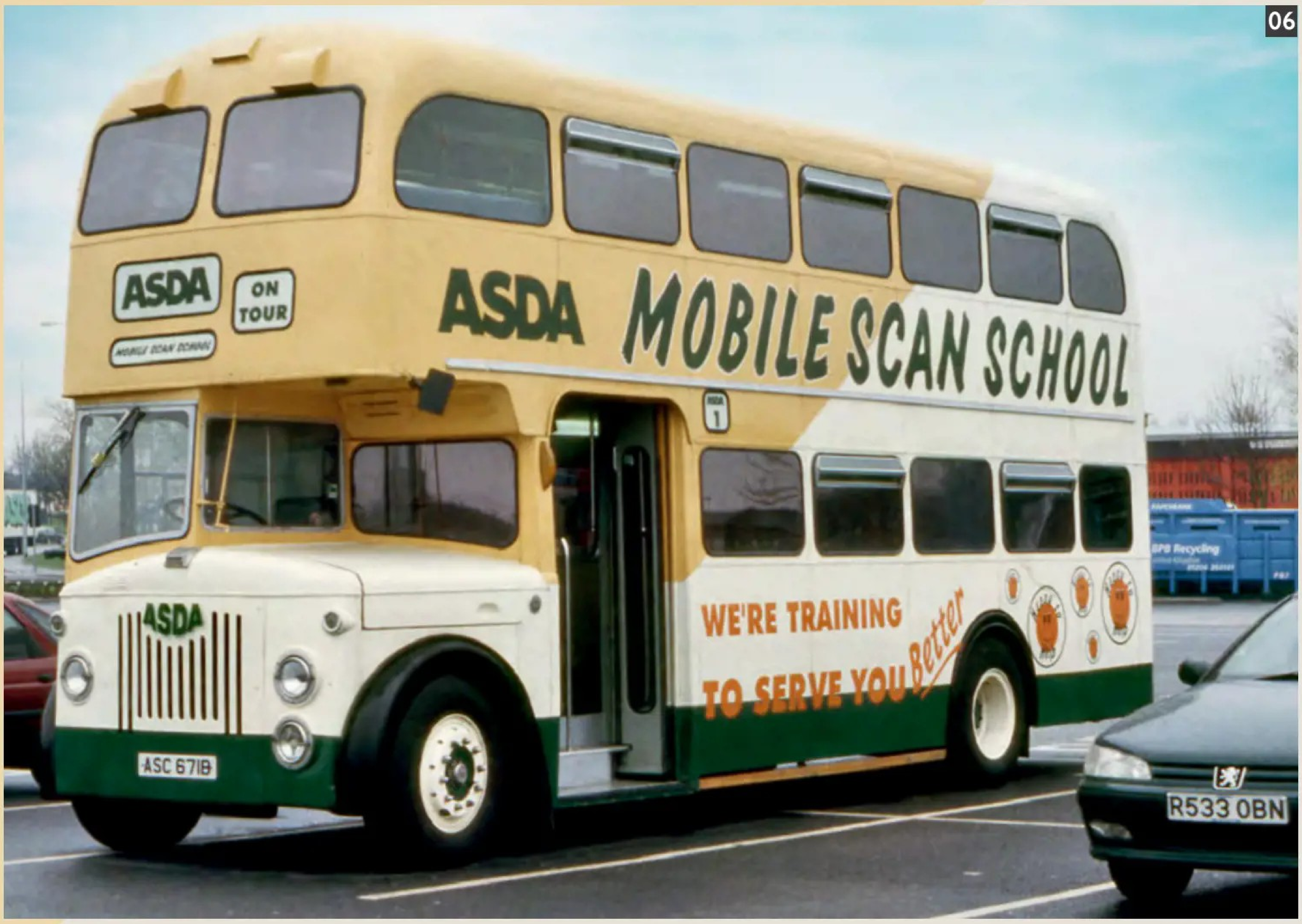

PRIVATE
GLASGOW — LONDON
Day and Night Express Coach Services
WESTERN
RCS 382

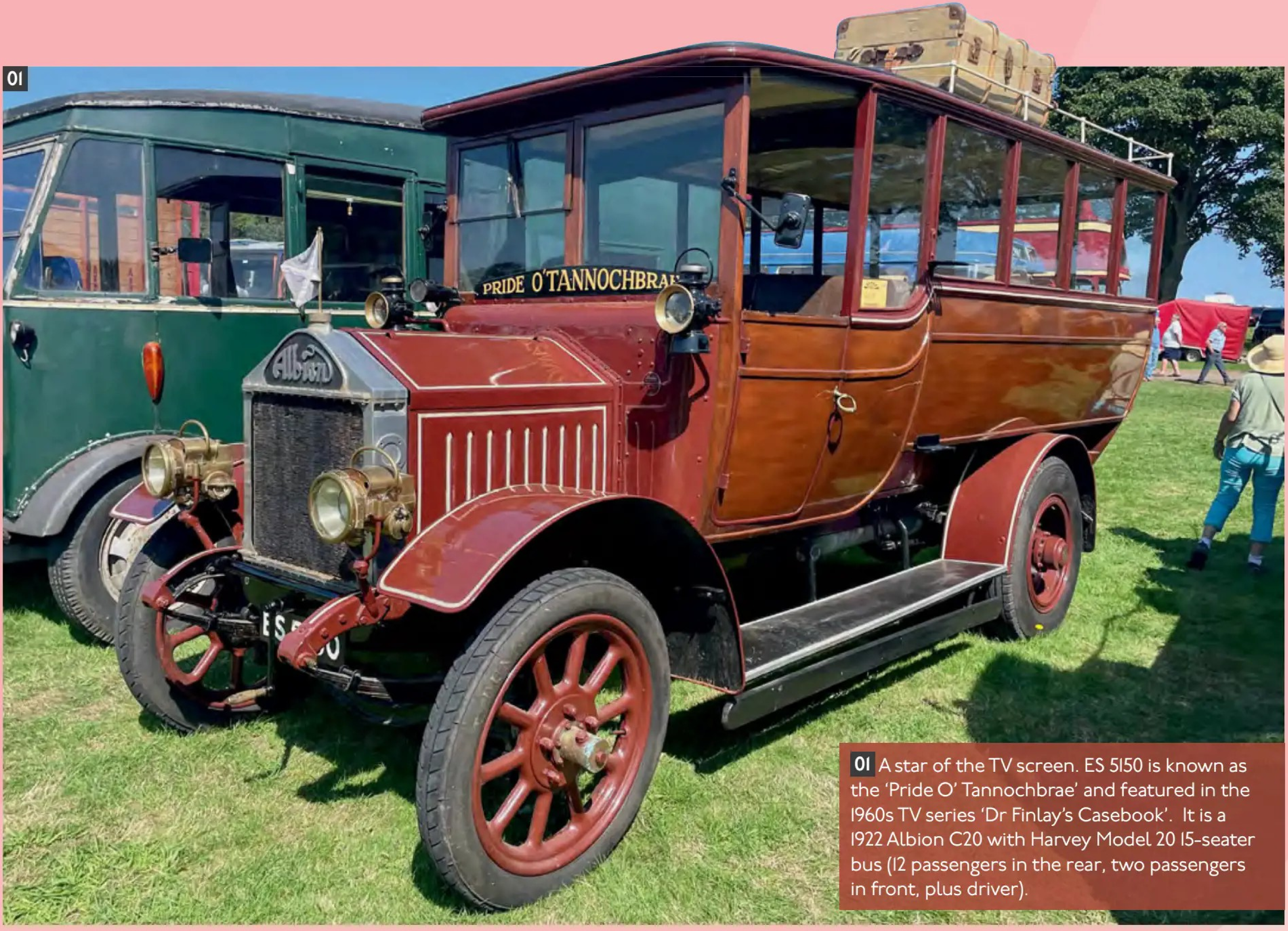
05 This Alexander-bodied Leyland PD3A/3 from the Western SMT fleet had been new in 1960. Here in Kilmarnock in Sept 1979, it is seemingly temporarily undertaking training duties. It is today preserved.

06 Former Edinburgh/Lothian Alexander-bodied Leyland PD3/6 new in 1964, spent many years as a non-PSV, mainly on contract work. Here it is working for Asda supermarkets helping to train Asda employees in scanning items. However, it currently wears a red livery, and is in use with French bank, Societe Generale. It was seen in Wigan in March 1988.

06


ASDA
ON TOUR
ASDA MOBILE SCAN SCHOOL
WE'RE TRAINING TO SERVE YOU Better
ASDA
ASC 671B
R533 OBN

01



01 A star of the TV screen. ES 5150 is known as the 'Pride O' Tannochbrae' and featured in the 1960s TV series 'Dr Finlay's Casebook'. It is a 1922 Albion C20 with Harvey Model 20 15-seater bus (12 passengers in the rear, two passengers in front, plus driver).

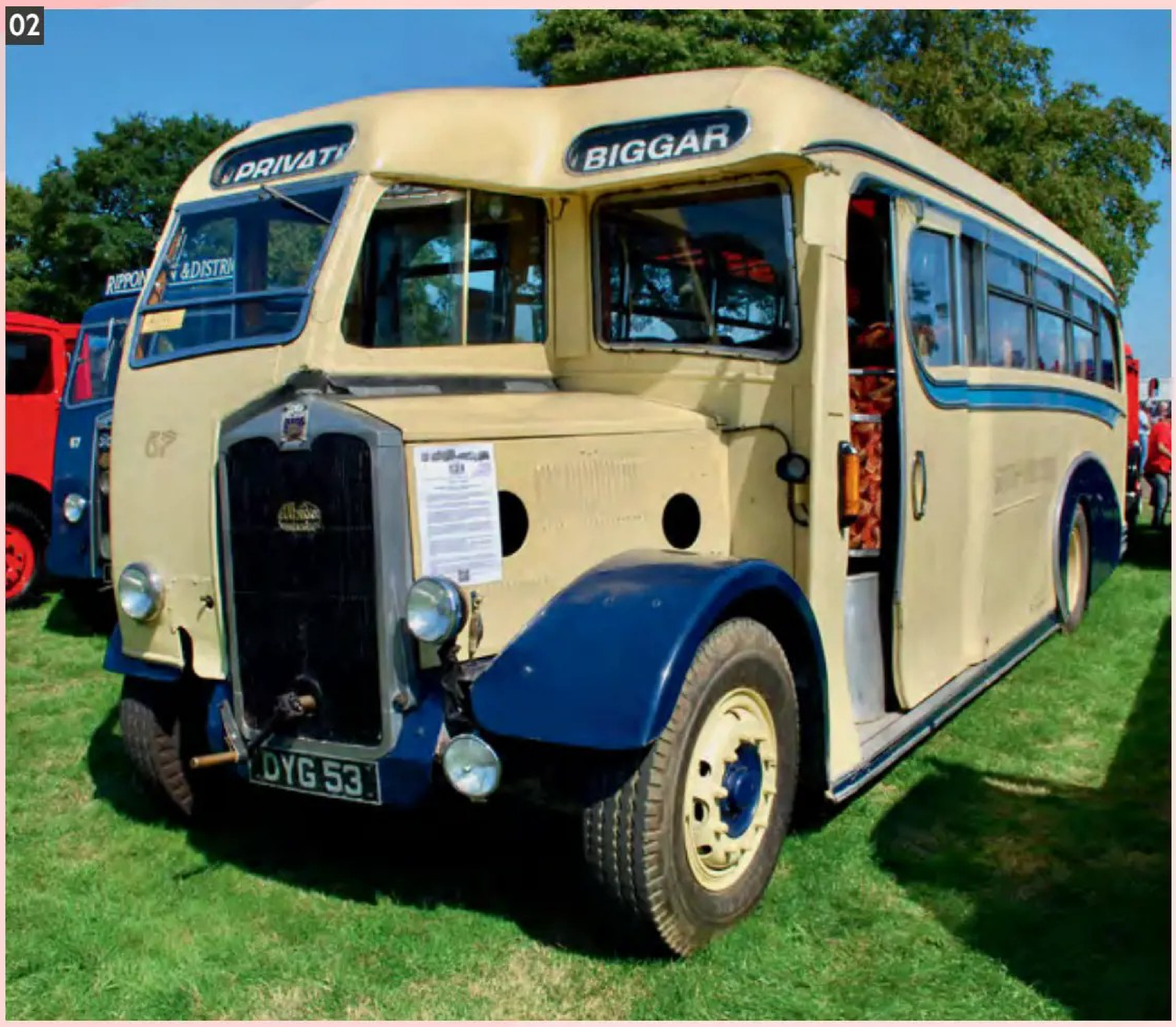
Albions at Biggar

The Biggar Rally may not be well-known nationally in bus enthusiast circles, but it is a highly popular event which this year was marking its 50th anniversary. STEVEN BOOTH reports.

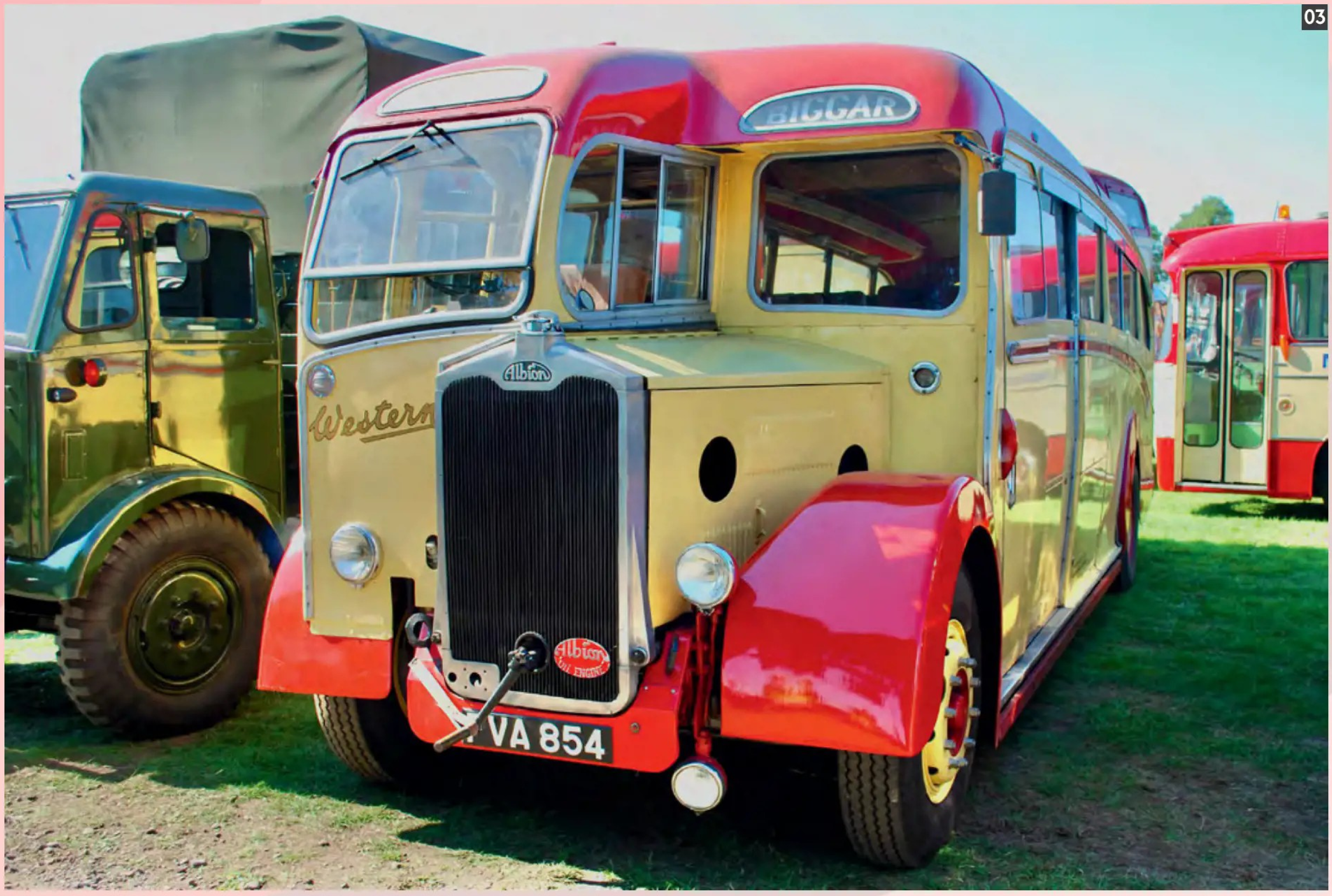
The rally is run by the Biggar Albion Foundation which helps preserve the memory of Albion Motors through this event and the Albion Club. Naturally, Albions of all descriptions from cars to lorries and buses feature prominently. Albion was established in 1899 in Glasgow. Its motto 'Sure as the Sunrise' was adapted into the logo which featured on the radiator and badges of their models for many years, and helped to establish their identity wherever they operated throughout the world.

This year, the showground in the small Lanarkshire town was bathed in warm sunshine which added to the appeal of the event. Buses from the collections at Bridgeton Bus Garage and the Scottish Vintage Bus Museum were on hand with one or two interesting buses from elsewhere.

02



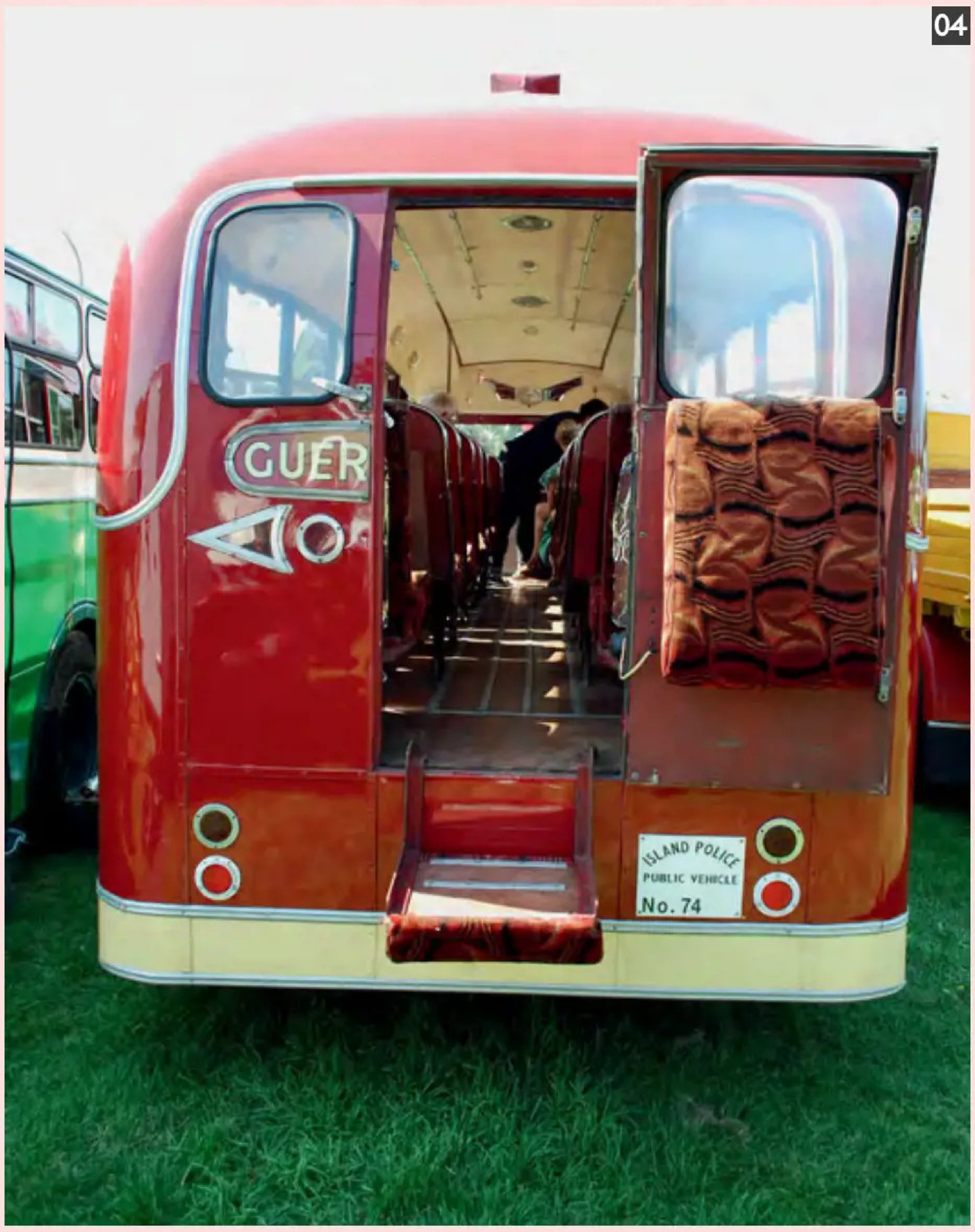
02 South Yorkshire Motors 57 is an Albion Valkyrie CX13 chassis, new in 1941 and originally fitted with a Duple body. In 1958 the original body was removed and replaced with the 1950 Burlingham body originally fitted to an Albion Valiant (JWT 112) which was being rebuilt as a double-decker. DYG 53 has been in preservation since 1969.

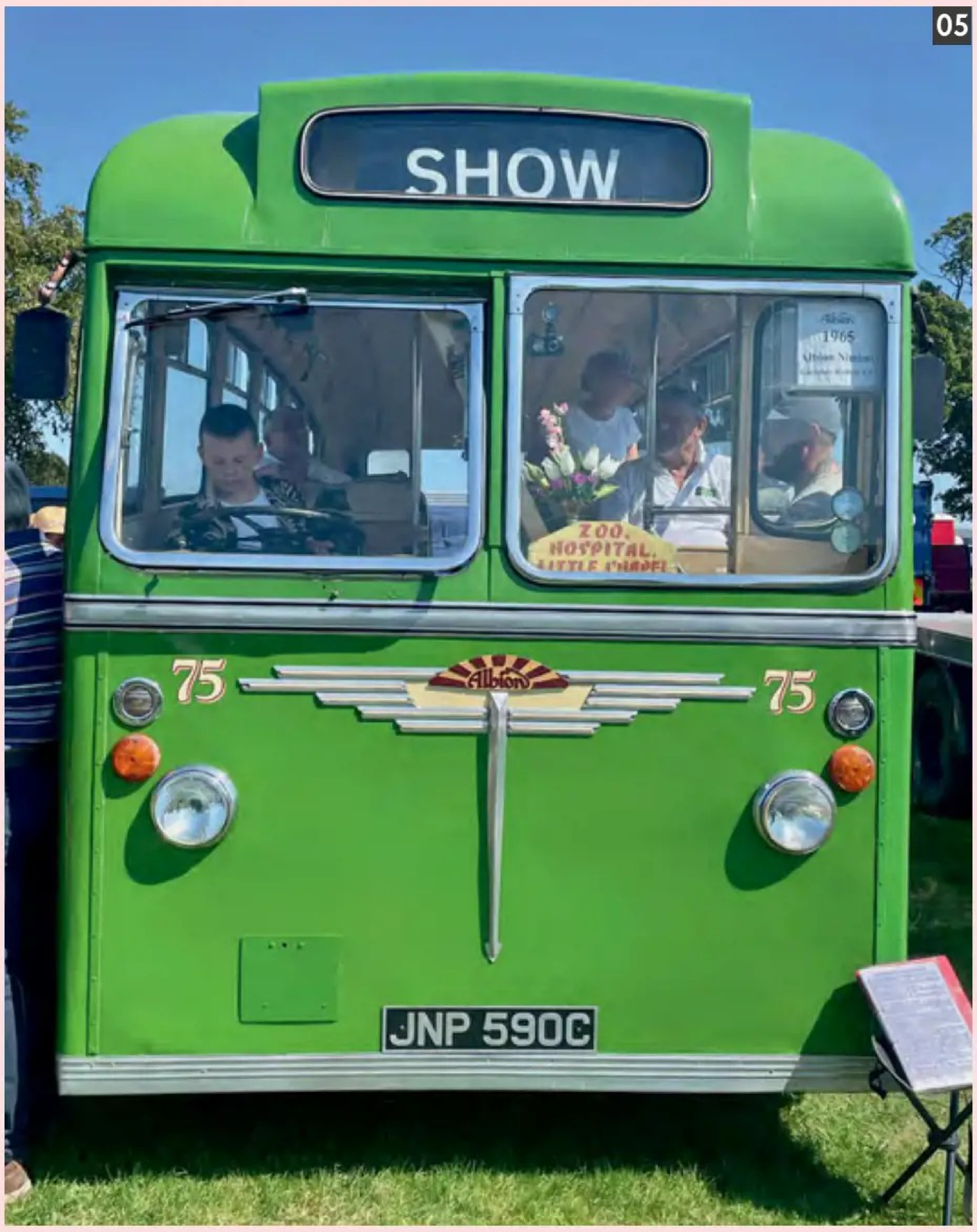

03
BIGGAR
Western
Albion
Albion OIL ENGINE
VA 854

03 FVA 854 is an Albion Valiant CX39N new in June 1950 fitted with a 33 coach-seated Duple body. It started life with Hutchison of Overtown but after only three-and-a-half years passed to Tuer of Morland, near Penrith. It moved on to Carmichael of Glenboig before being acquired for preservation in January 1967 after Carmichael was taken over by Alexander (Midland). It carries the livery of Western SMT following refurbishment at Western's Nursery Avenue works in Kilmarnock.

04 A very interesting and novel adaptation to have a rear emergency exit while maximising the seating capacity of the vehicle. YFO 127 is a 1958 Albion Victor with 35-seat Reading bodywork new to Guernsey Railways.

05 JNP 590C was previously registered 16216 in the Guernsey Railways fleet. It is a preserved Albion Nimbus NS3AN with Reading bodywork.


04
GUER
ISLAND POLICE
PUBLIC VEHICLE
No. 74


05
SHOW
75
Albion
75
ZOO,
HOSPITAL,
LITTLE CHAPEL
JNP 590C

Stokes Bay 2025

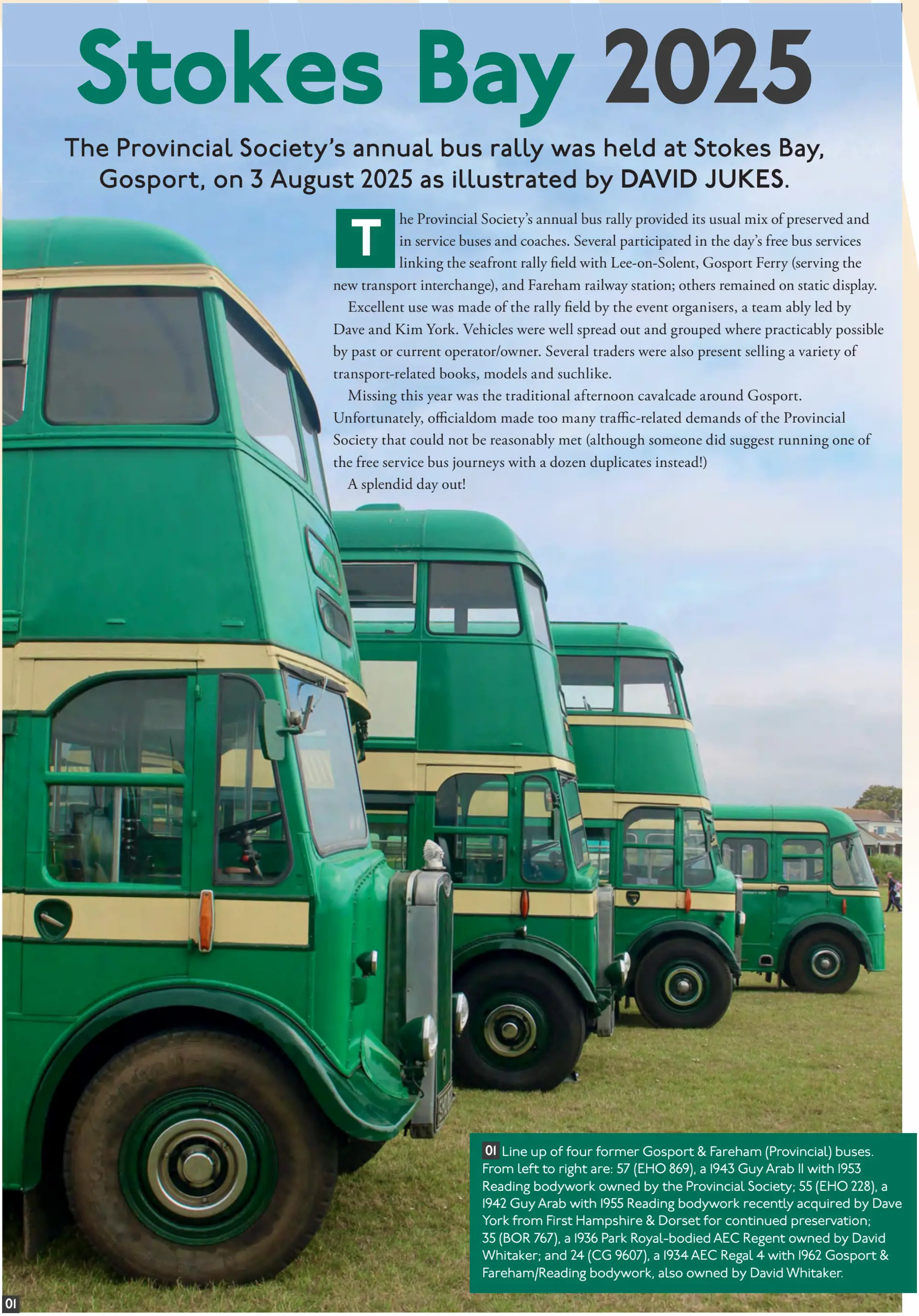
The Provincial Society's annual bus rally was held at Stokes Bay, Gosport, on 3 August 2025 as illustrated by DAVID JUKES.

The Provincial Society's annual bus rally provided its usual mix of preserved and in service buses and coaches. Several participated in the day's free bus services linking the seafront rally field with Lee-on-Solent, Gosport Ferry (serving the new transport interchange), and Fareham railway station; others remained on static display.

Excellent use was made of the rally field by the event organisers, a team ably led by Dave and Kim York. Vehicles were well spread out and grouped where practicably possible by past or current operator/owner. Several traders were also present selling a variety of transport-related books, models and suchlike.

Missing this year was the traditional afternoon cavalcade around Gosport. Unfortunately, officialdom made too many traffic-related demands of the Provincial Society that could not be reasonably met (although someone did suggest running one of the free service bus journeys with a dozen duplicates instead!)

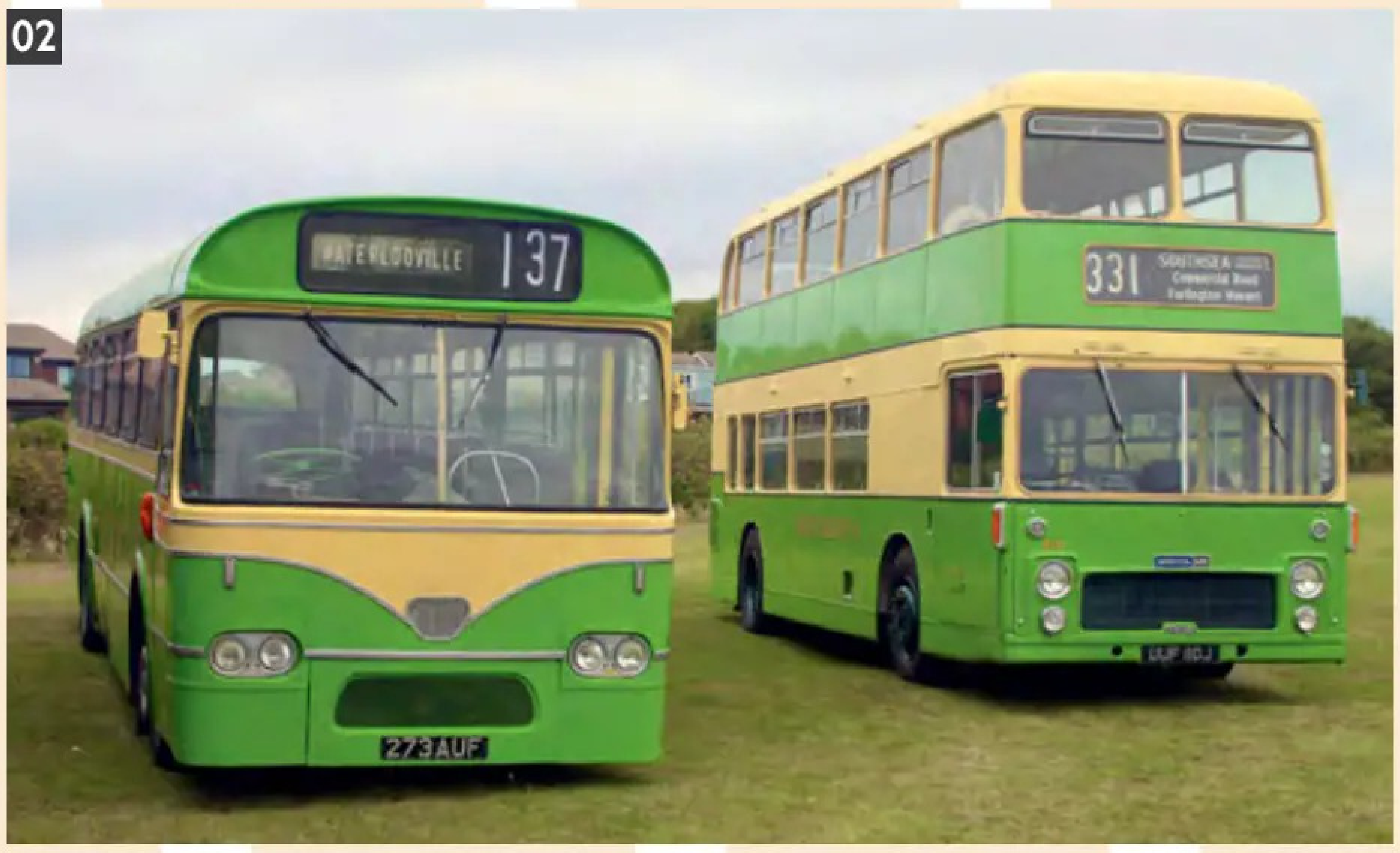
A splendid day out!

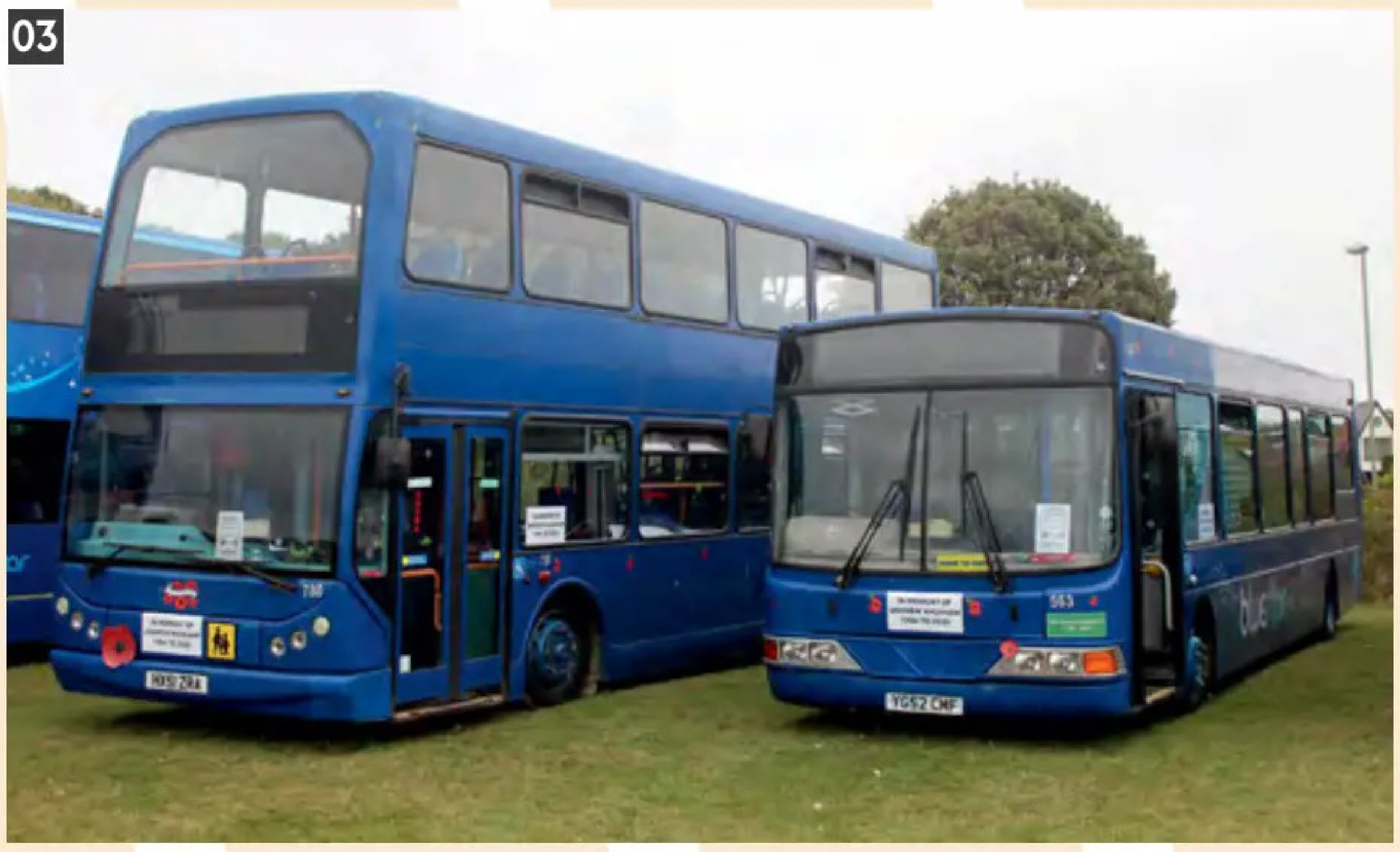


01

01 Line up of four former Gosport & Fareham (Provincial) buses. From left to right are: 57 (EHO 869), a 1943 Guy Arab II with 1953 Reading bodywork owned by the Provincial Society; 55 (EHO 228), a 1942 Guy Arab with 1955 Reading bodywork recently acquired by Dave York from First Hampshire & Dorset for continued preservation; 35 (BOR 767), a 1936 Park Royal-bodied AEC Regent owned by David Whitaker; and 24 (CG 9607), a 1934 AEC Regal 4 with 1962 Gosport & Fareham/Reading bodywork, also owned by David Whitaker.

Pictures: **DAVID JUKES**





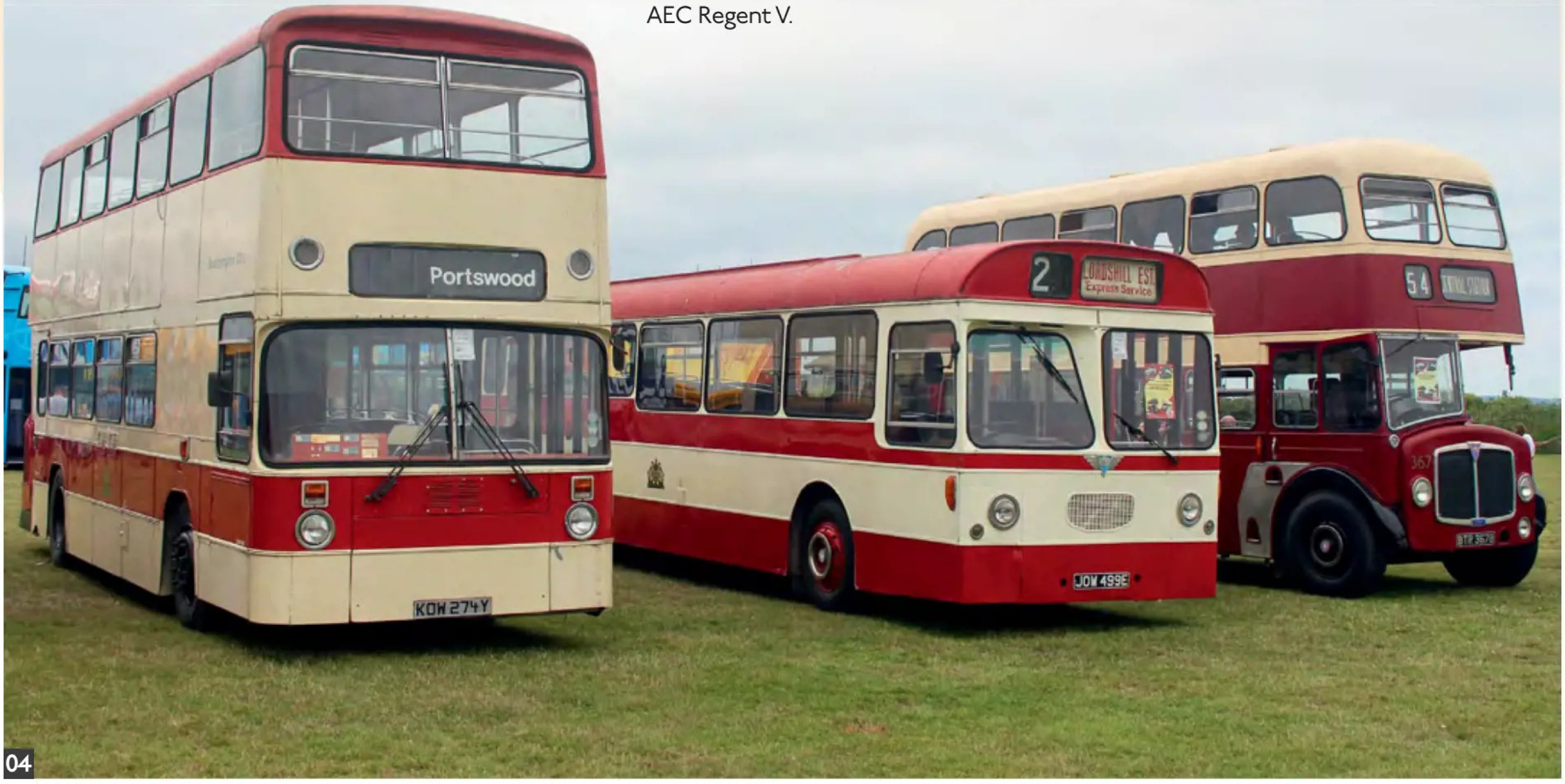
02 Former Southdown vehicles with destination displays for two of its former Portsmouth-area routes are: 673 (273 AUF), a 1963 Marshall-bodied Leyland Leopard PSU3 entered by Phil Blair; and 510 (UUF 110J), a 1970 Eastern Coach Works-bodied Bristol VRT/SL6G that forms part of the Hampshire Bus Preservation Group's collection.

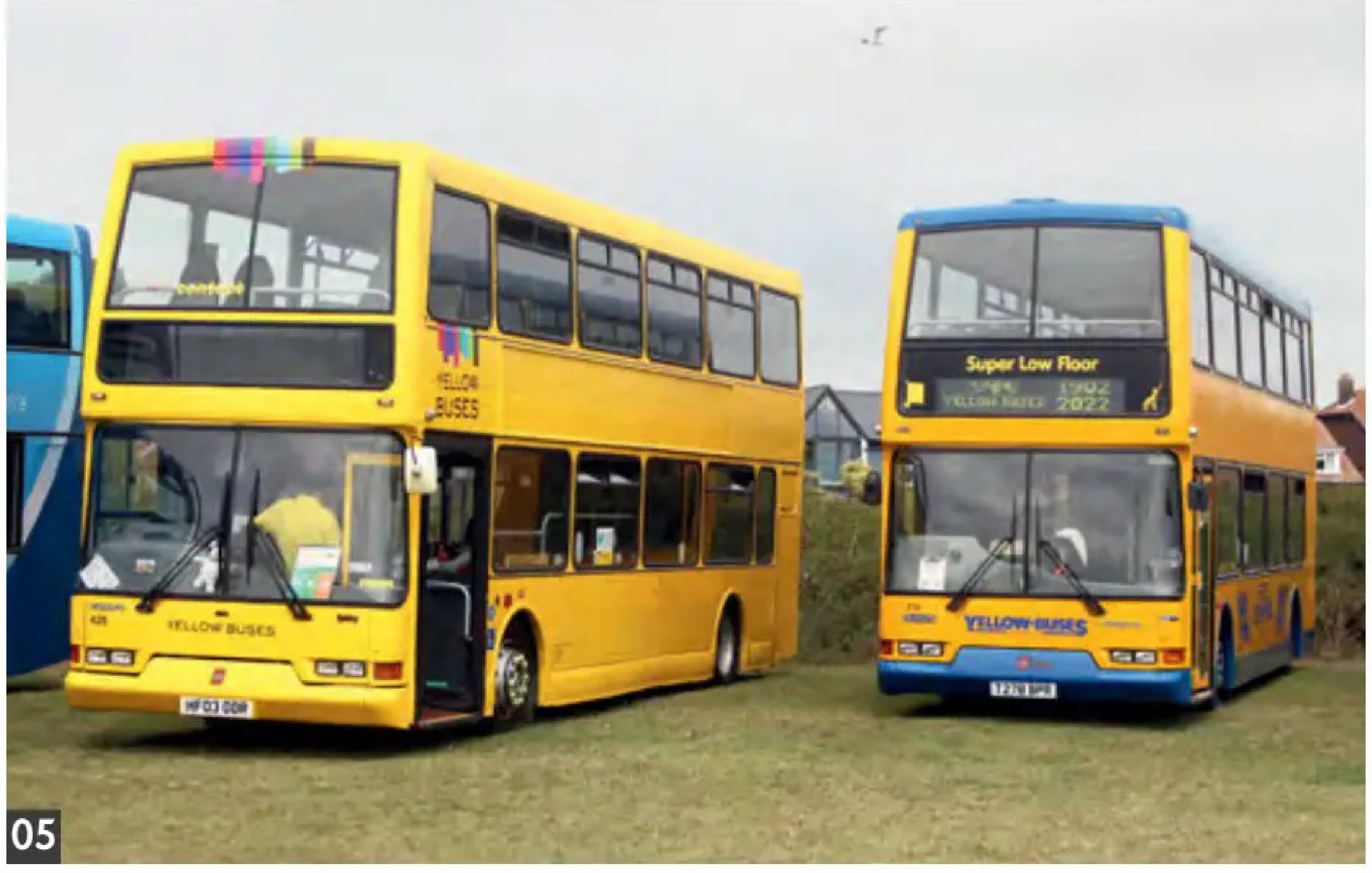
03 The Solent Blue Line Preservation Group owns this pair of low-floor buses originating in the Solent Blue Line fleet, now part of Go South Coast under the Bluestar name. 780(HX51 ZRA) is a 2001 East Lancs Myllennium Vyking-bodied Volvo B7TL, and 563 (YG52 CMF) a 2002 Wright Cadet-bodied DAF SB120.

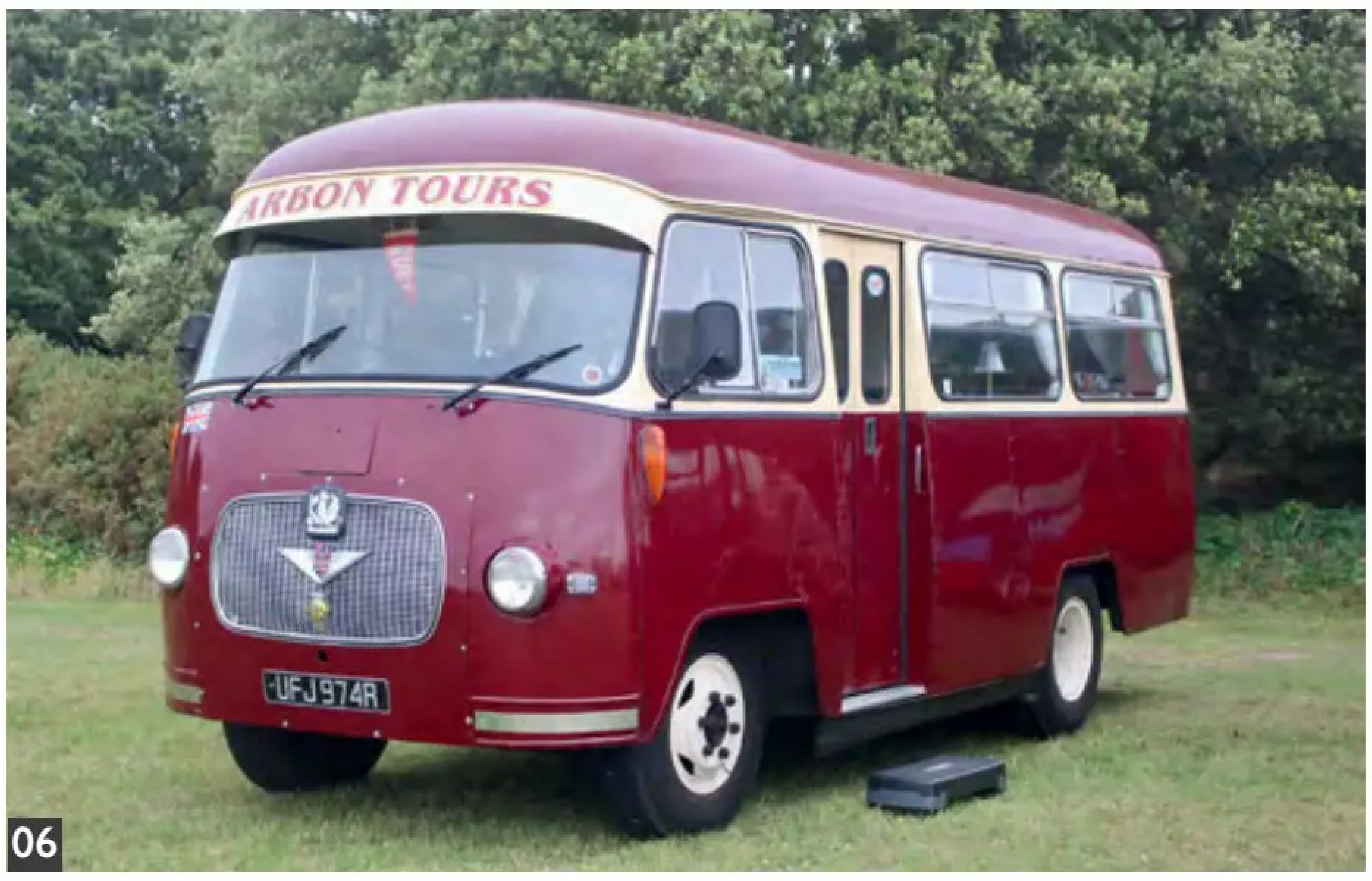
04 Representing the Southampton & District Transport Heritage Trust are three former City of Southampton vehicles: 274 (KOW 274Y) is a 1982 East Lancs-bodied Leyland Atlantean AN68 that remained in service with successor First Hampshire until 2005; 1 (JOW 499E) is a 1967 Strachan-bodied AEC Swift; and 367 (BTR 367B), a 1964 Neepsend-bodied AEC Regent V.

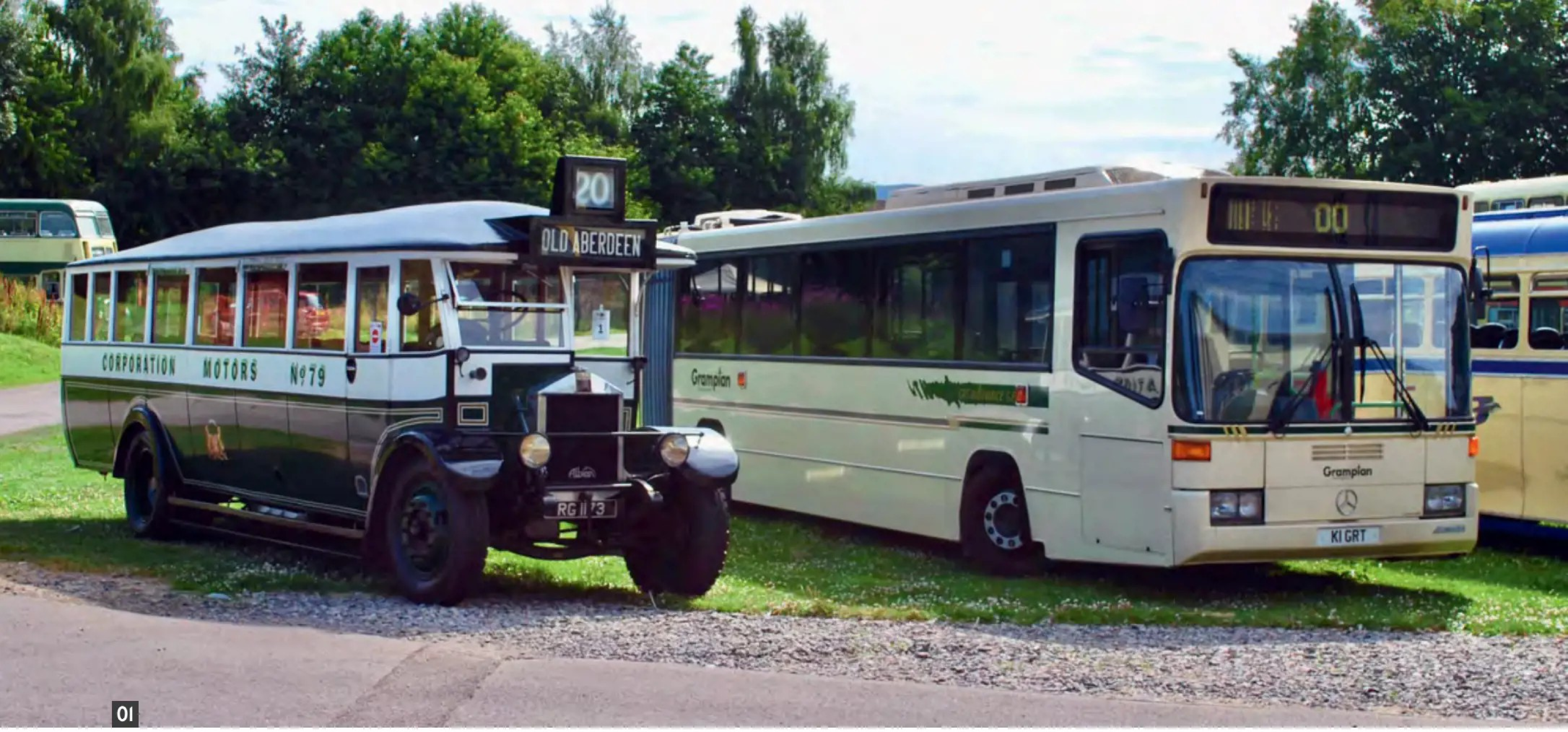
05 The Hants & Bournemouth Bus Preservation Group's collection includes this pair of former Yellow Buses Bournemouth low-floor double-deckers. 426 (HF03 ODR) is a 2003 East Lancs Vyking-bodied Volvo B7TL, and 278 (T278 BPR), a 1999 East Lancs Lolyne-bodied Dennis Trident.

06 A delightful smaller vehicle is UFJ 974R, a 1968 Duple (Midland)-bodied Bedford J2SZ2 acquired earlier this year by Tony Arbon. It was new to the Royal Navy registered 12 RN 78 and acquired by Kingsbridge Council in 1977. The Bedford was later used to transport special needs children in Cornwall before sale for preservation in 1992.









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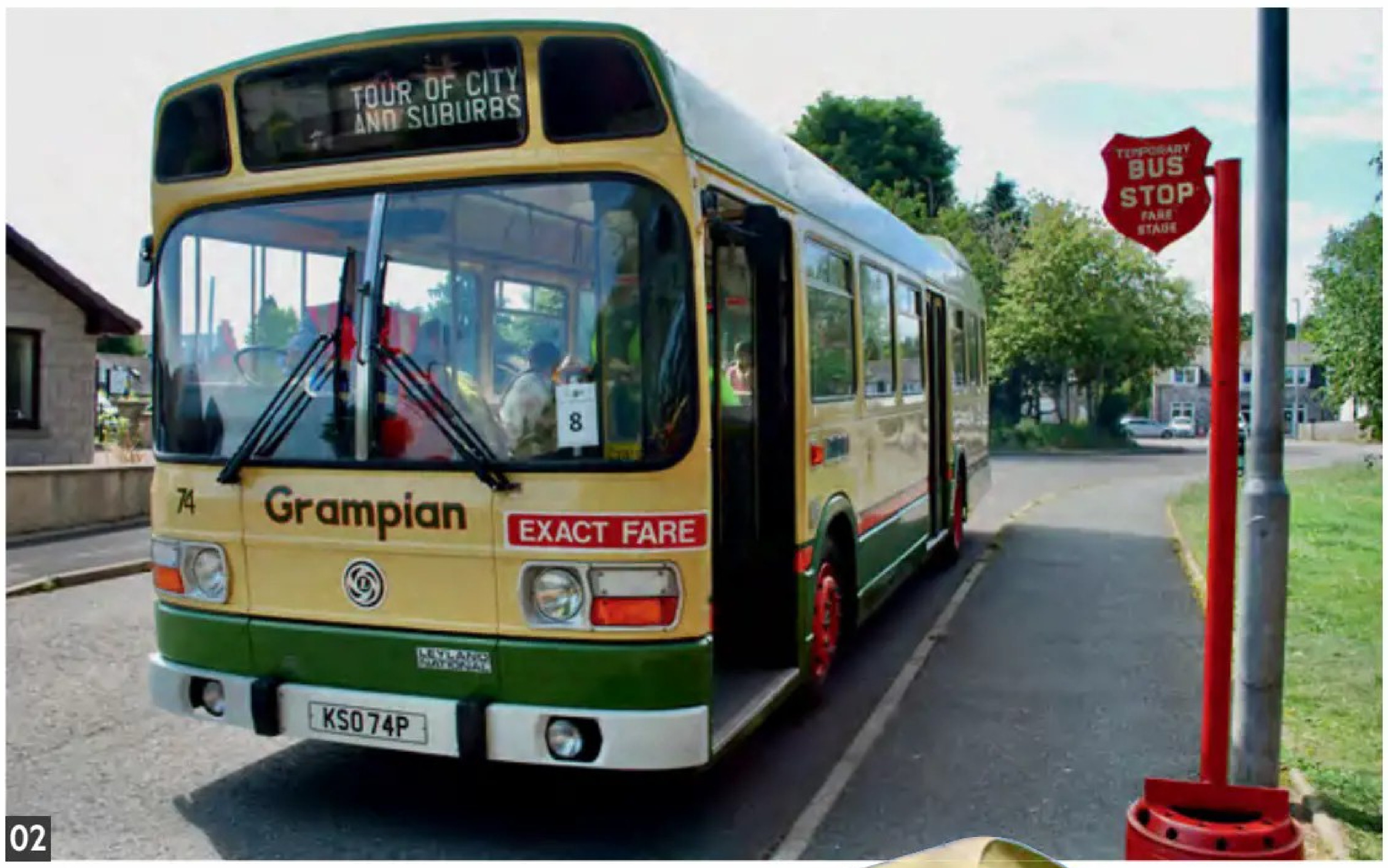
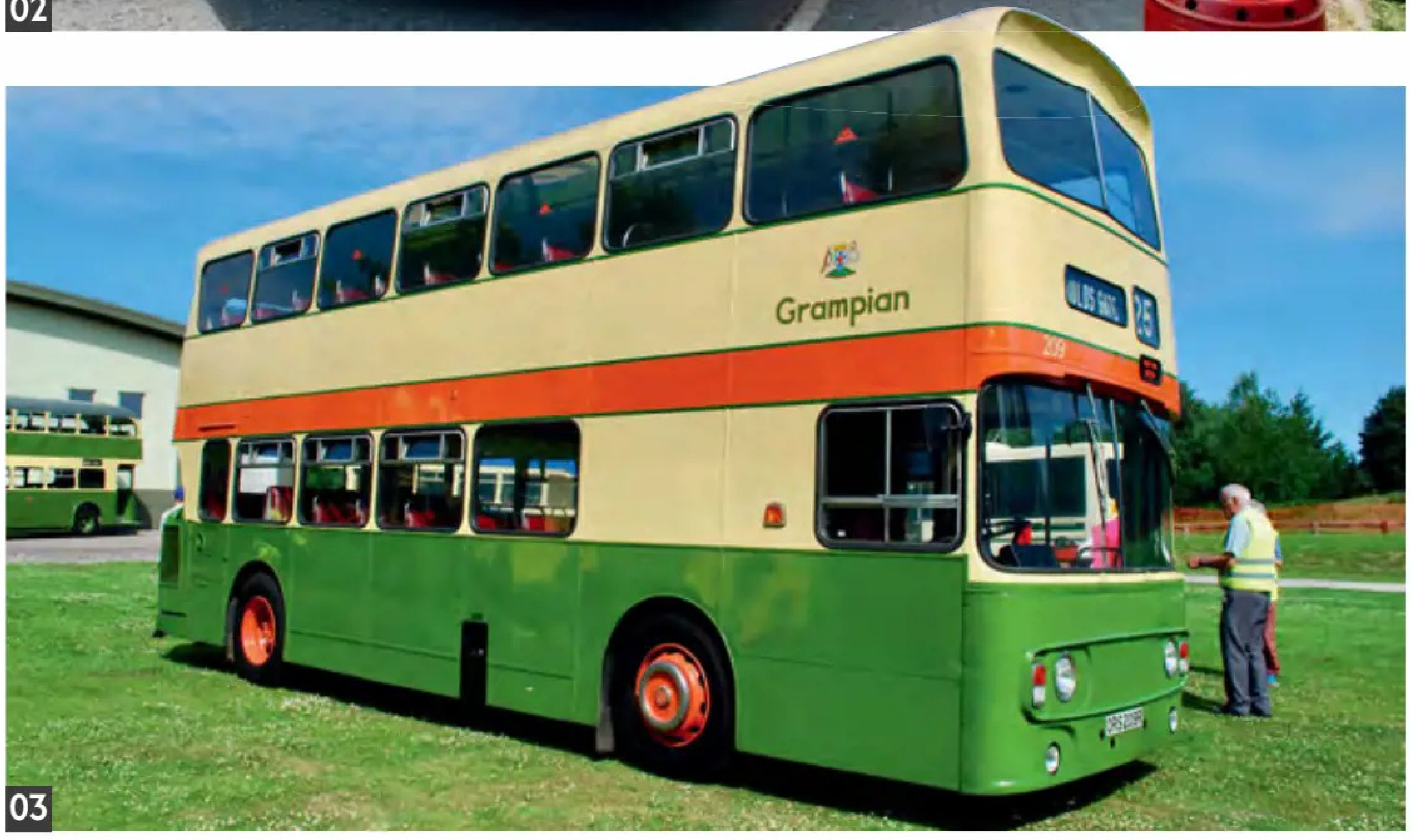
Alford 2025

This year's Bus Collection at Alford annual open day took place on 13 July hosted by the Aberdeen & District Transport Preservation Trust, working in collaboration with the First Group Heritage Trust and the Grampian Transport Museum. STEVEN BOOTH reports.

The Bus Collection occupies a site neighbouring the Grampian Transport Museum in Alford. From this the event benefits from use of the race track which is used for vintage bus rides with a wide variety of vehicles on demonstration throughout the day.

The event also announced the renaming of the Bus Collection which will now be known as 'The Gordon Mills MBE Bus Collection at Alford' in recognition of Gordon Mills who worked tirelessly for the Trust.





01 Two contrasts in the buses residing at Alford. On the left is RG 1173, a rare Walker-bodied, Albion PMA28, belonging to the FirstGroup Heritage Trust, which was introduced to the Aberdeen Corporation Transport fleet in 1930. On the right is the unique articulated K1 GRT, a Mercedes Benz O.405G with Voith gearbox and 60-seat Alexander three-door bodywork.

02 Leyland National KSO 74P was delivered to the Grampian Regional Transport fleet in 1976, one of a batch of 20. This wasn't the first batch of Nationals to operate in Aberdeen. Three had been delivered to Aberdeen Corporation Transport in 1973. Here the bus is posed at the temporary bus stop just outside the event and is ready to depart on a short tour of the local area.

03 Leyland Atlantean ORS 209R, fitted with an Alexander AL body with peaked domes, is one of nearly 200 identical examples new to Aberdeen Corporation and later to Grampian Transport between 1973 and 1982. It is basking in the warm sunshine on the grass in front of the impressive, purpose-built facility at Alford that houses the collection.

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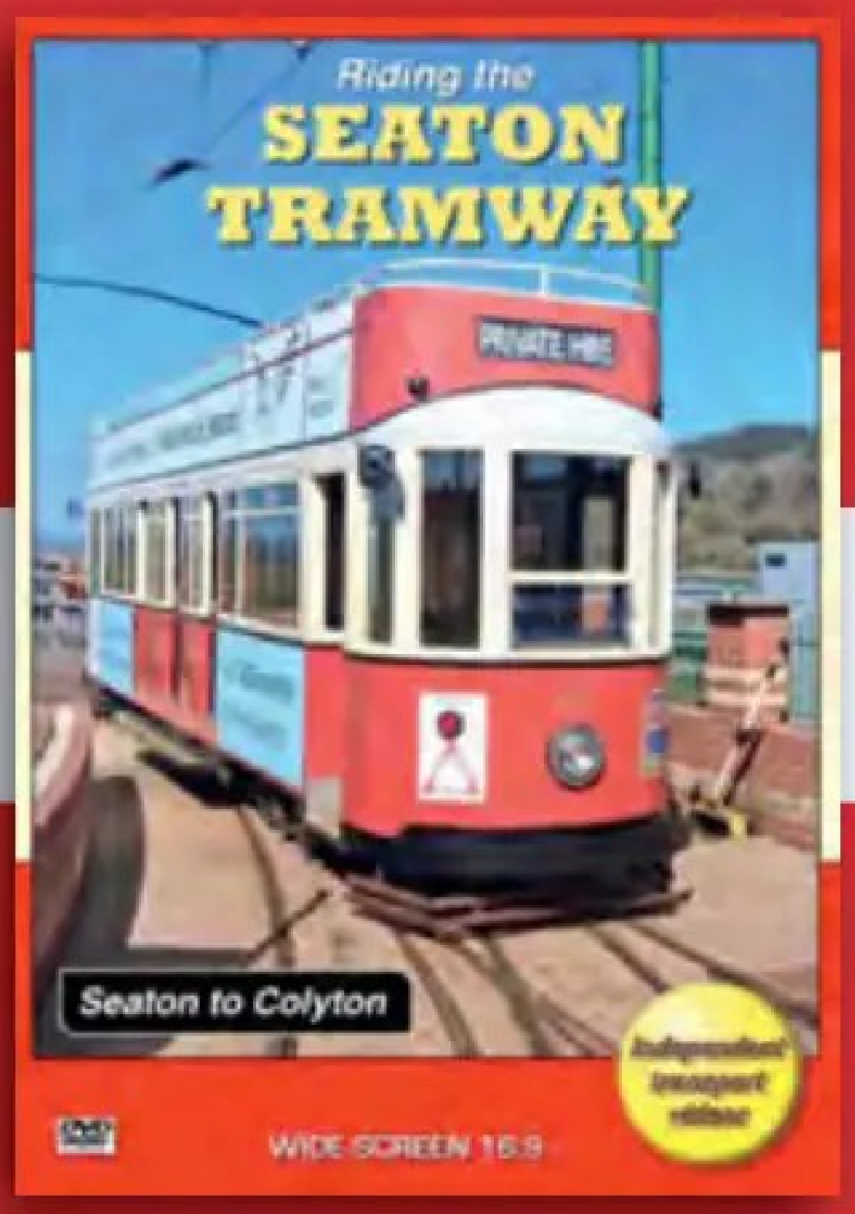
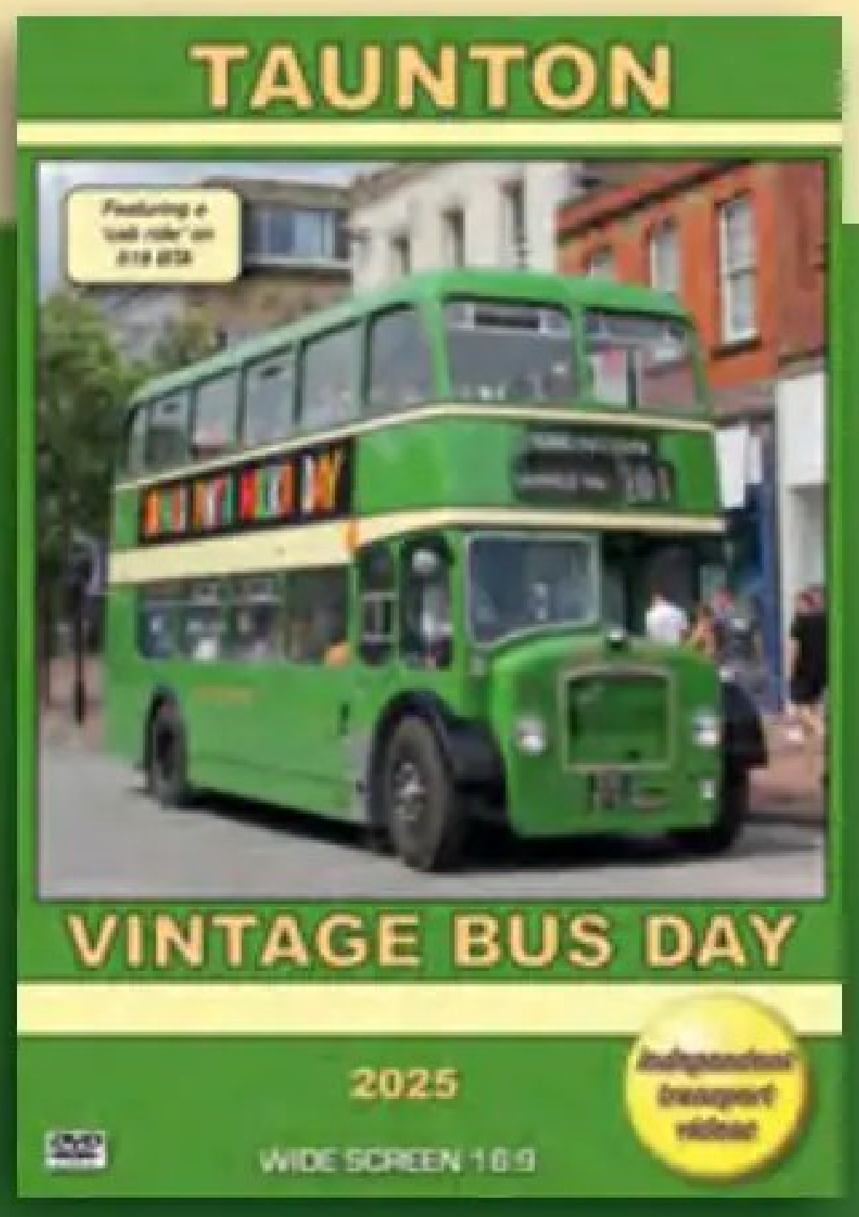

Riding the
SEATON TRAMWAY
Seaton to Colyton
WIDE SCREEN 16:9

485 RIDING THE SEATON TRAMWAY


TAUNTON
VINTAGE BUS DAY
2025
WIDE SCREEN 16:9

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ChesterBus Fest
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489 CHESTERBUS FEST 2025

CLASSIC BUS RUNNING DAY
DEVON GENERAL
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490 DEVON GENERAL TIVERTON 2024

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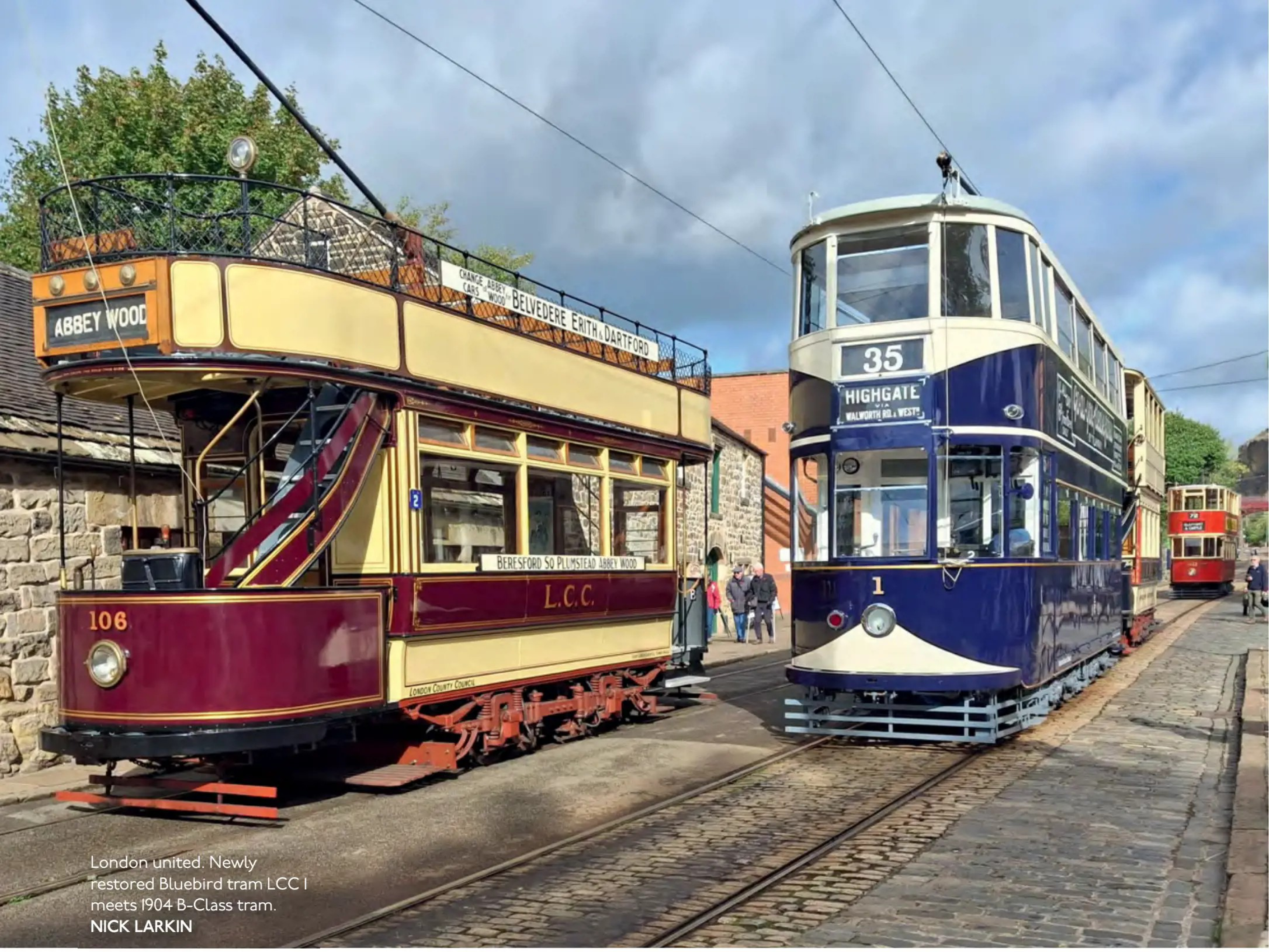
ABBEY WOOD
CHANGE CARS ABBEY WOOD
BELVEDERE ERITH & DARTFORD
2
106
L.C.C.
BERESFORD SQ PLUMSTEAD ABBEY WOOD
LONDON COUNTY COUNCIL
35
HIGHGATE VIA WALWORTH RD & WEST'R
1

London united. Newly restored Bluebird tram LCC 1 meets 1904 B-Class tram. **NICK LARKIN**

Bluebird's rebirth

The first tramcar to be the subject of a major article in this magazine's 27-year history has to be something special – a unique London prototype painted blue, named Bluebird apparently after a racing car and offering 'Rolls-Royce' luxury. It's been beautifully restored. NICK LARKIN reports.

'Cor blimey me dear old Dutch, stone the crows. I've just been on a bloomin' blue tram. Proper luxury it were, like it was made for toffs!'

'Well I'll go the foot of our stairs. You've had too many light and bitters again our Charlie. Luxury blue tram? You're crazy.'

You could image such conversations breaking out across a large swathe of London when a most important passenger carrying vehicle hit the streets in 1932 Even the fleet number — 1 — stood out.

Ok I might have been watching too many ancient black and white films again as far as the above dialogue is concerned but certainly the newcomer created conversation.

Eighty eight years later this same tramcar would once again cause a sensation at an unveiling this time after a magnificent ten year, £0.5m restoration to full working order by the National Tramway Museum at Crich.

THE BACKGROUND

The late-1920s was not a good time to be a tram, or was it?

London's first examples, horse-powered, ran in 1861, courtesy of ironically named American George Francis Train, with electric tramcars arriving in 1901

By 1906 there were ten municipal operations in the city plus three private ones taken over by the Underground Group in 1913, By then more than 3,000 trams carried a billon passengers annually in London alone, with systems operating across the country.

Into the 1920s, thing weren't so good, with expensive renewal of assets needed, competition from motorbuses and the private car plus economy problems meant the demise of trams in many areas.

THE FIGHTBACK AND BLUEBIRD

Not all operators were prepared to derail and die, however, and one way to fight back was to introduce tramcars with a luxurious touch.

In London several operators built prototypes and two company-owned systems, London United Tramways and Metropolitan Electric clubbed together and bought 100 high spec tramcars known as Felthams.

The city's largest system was operated by the London County Council (LCC) whose highways committee authorised construction of a revolutionary prototype on 24 October 1929, £5,000 being allocated.

Not only would this explore 'possible new methods of construction and equipment' but also produce a car 'giving greater comfort and more in harmony with modern requirements.' LCC 1, aka Bluebird after Sir Malcolm Campbell's land-speed record breaking car, boasted a number of innovations including an all-metal body built by LCC Tramways and four-motor/equal-wheel bogies, an all-on-one-level lower-deck, air-operated brakes and folding platform doors. There was also superior upholstery, improved heating, recessed lighting and brighter interiors with additional space for standing passengers.

The tram would be 36ft long and weigh 12t, meaning it was the heaviest in Britain.

The royal blue and ivory livery was approved after a model was produced.

The finished tram was revealed to the Highways Committee and press on 5 May 1932, attracting rave reviews, not least from The Sunday Times: 'Those of us who have sold our cars to pay rates and taxes may find comfort in the fact that Everyman now has his Rolls-Royce.'

LCC 1 entered service from Holloway on 10 June on services 33 (West Norwood to Manor House), 35 and 35A (Highgate to Forest Hill) travelling via the legendary Kingsbury Subway.

The legend 'Tramcars provide comfort for reading and smoking' replaced normal advertising on one side of the car, and 'Go As You Please Fares…' on the other.

Like all other operators in the city LCC Tramways passed to the London Transport Board on 1 July 1933, the tram now being LPTB 1.

The non-standard vehicle suffered problems from brakes to aluminium surrounds. During a 1937 overhaul the blue livery was replaced by standard LT red and cream,

The car was withdrawn on the outbreak of war and stored at Telford Avenue depot, where it was surrounded by sandbags and used as an air raid shelter before re-entering service in May 1942.

London Transport favoured trolleybuses and diesel buses, and the last trams ran in July 1952.

YORKSHIRE EXILE AND PRESERVATION

No 1 was given a scrap price of £61. but Leeds City Transport, which had taken almost all the Feltham trams, offered to buy it. The last day of its London service was 7 April 1951 and following various modifications took to the streets of its new home as Leeds 301 on 1 December.

The tramcar survived an electrical fire, and on 18 March 1957 it was announced that

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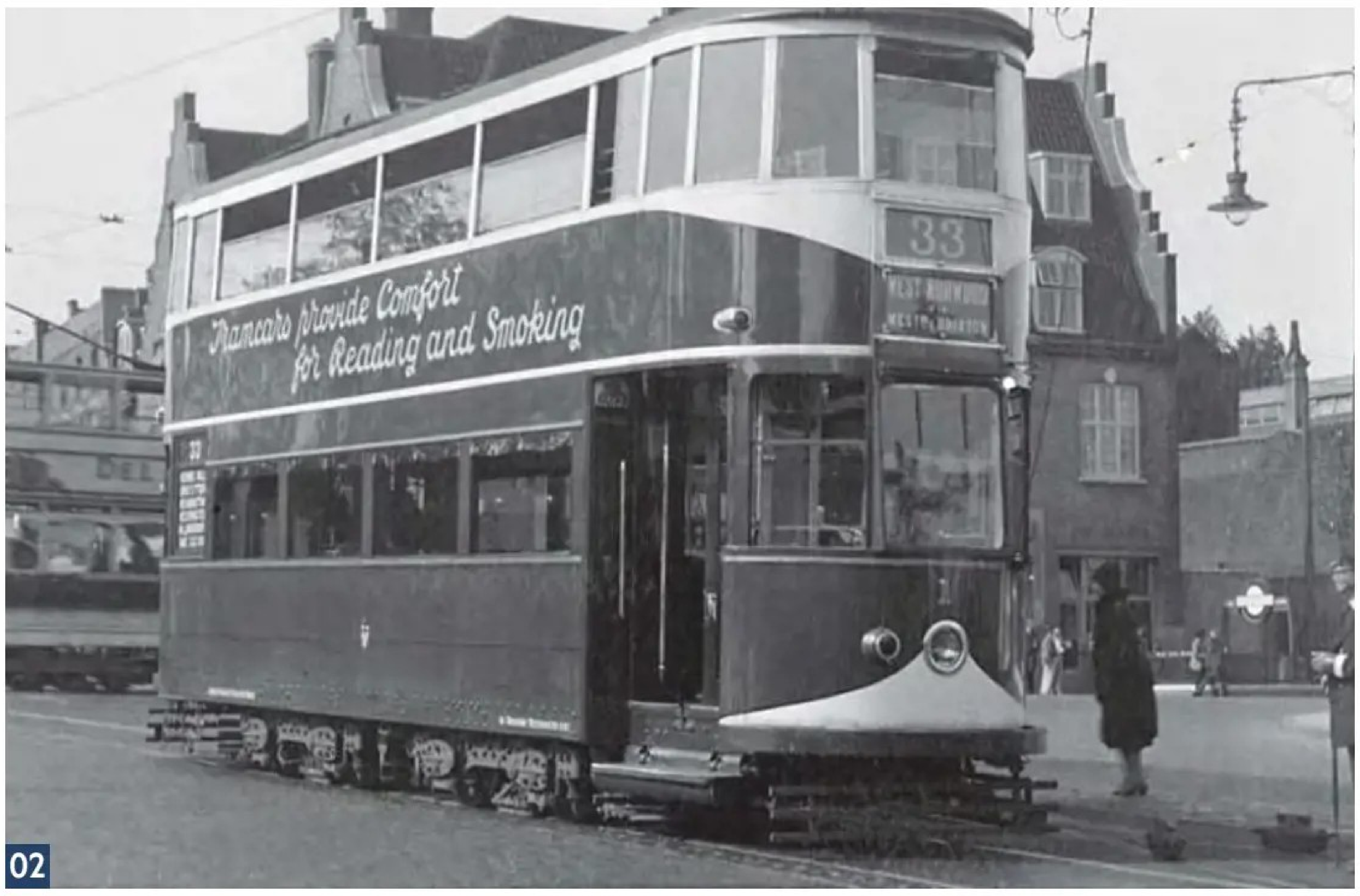

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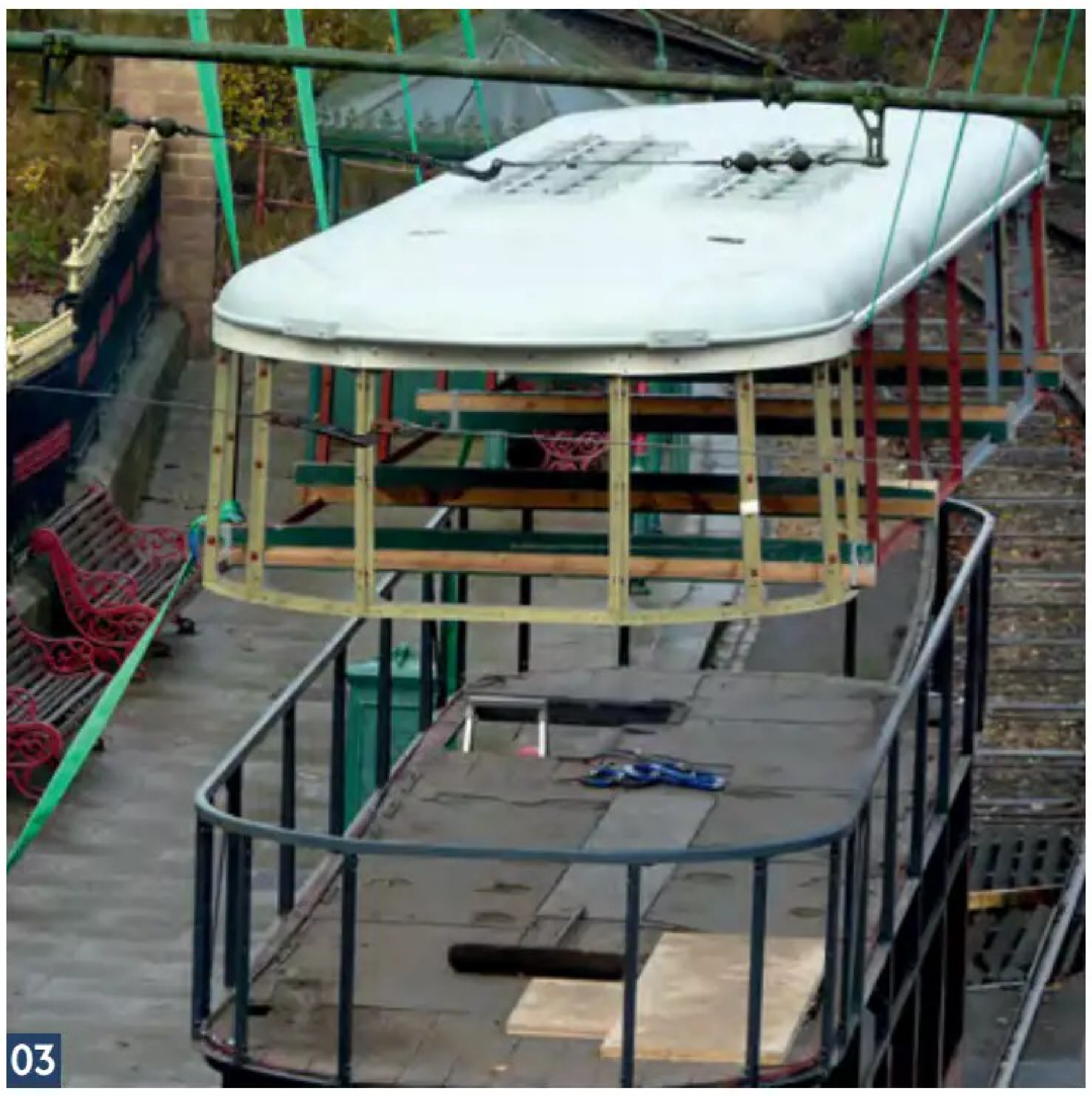

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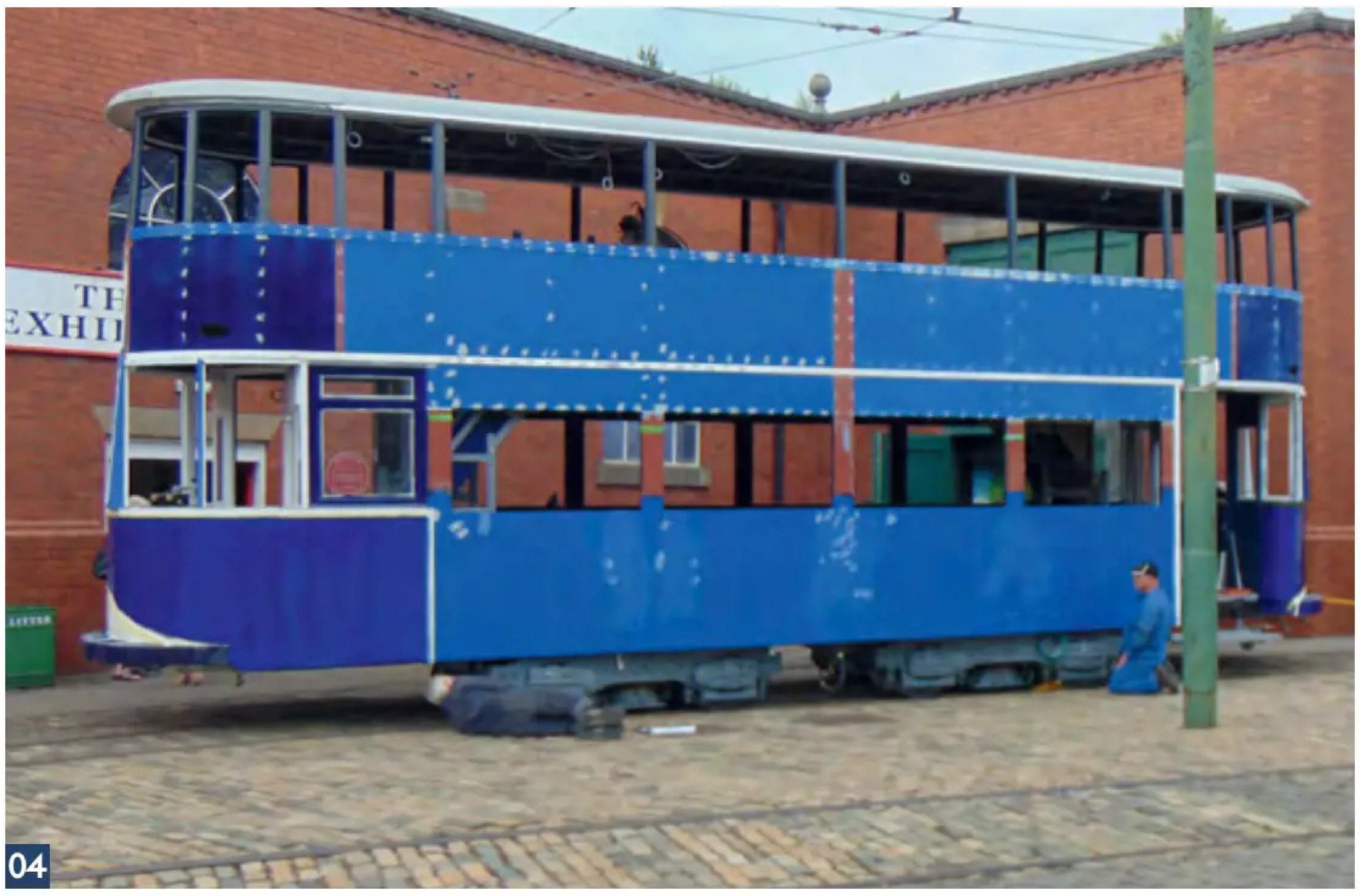


04

01 Bluebird ram has always been Number1! **D. HEELEY/NATIONAL TRAMEWAY MUSEUM**

02 London County Council No 1 at Manor House shortly after entering service, **NATIONAL TRAMWAY MUSEUM**

03 Roof and upper pillars removed and refitted as one unit. **NATIONAL TRAMWAY MUSEUM**

04 Rear lower panel (21ft long) was among items replaced. **NATIONAL TRAMWAY MUSEUM**

the car was to be presented to the British Transport Commission, and went on display at the Museum of Transport, Clapham.

The car was later donated to the National Tramway Museum at Crich, arriving in December 1972.

RESTORATION (EVENTUALLY)

With a huge number of other projects, little happened until 1978, when a job creation programme saw a repaint into London livery.

It was 2003 before further developments, when the London County Council Tramways Trust offered to create a fund to restore the tram.

Donations came in, but a 2012 study showed major corrosion and body distortion, The brakes were to Leeds spec along with other modifications.

Restoration costs to restore the tram to 1932 condition were said to be £500,000 and a project team led by manager John Shawcross was assembled.

Following 18 months of preparation and research, restoration began on 14 June 2014, with the removal of exterior fittings including lights, exposing some of the original blue paint. Arrangements had to made for the removal of asbestos from various parts of the tram.

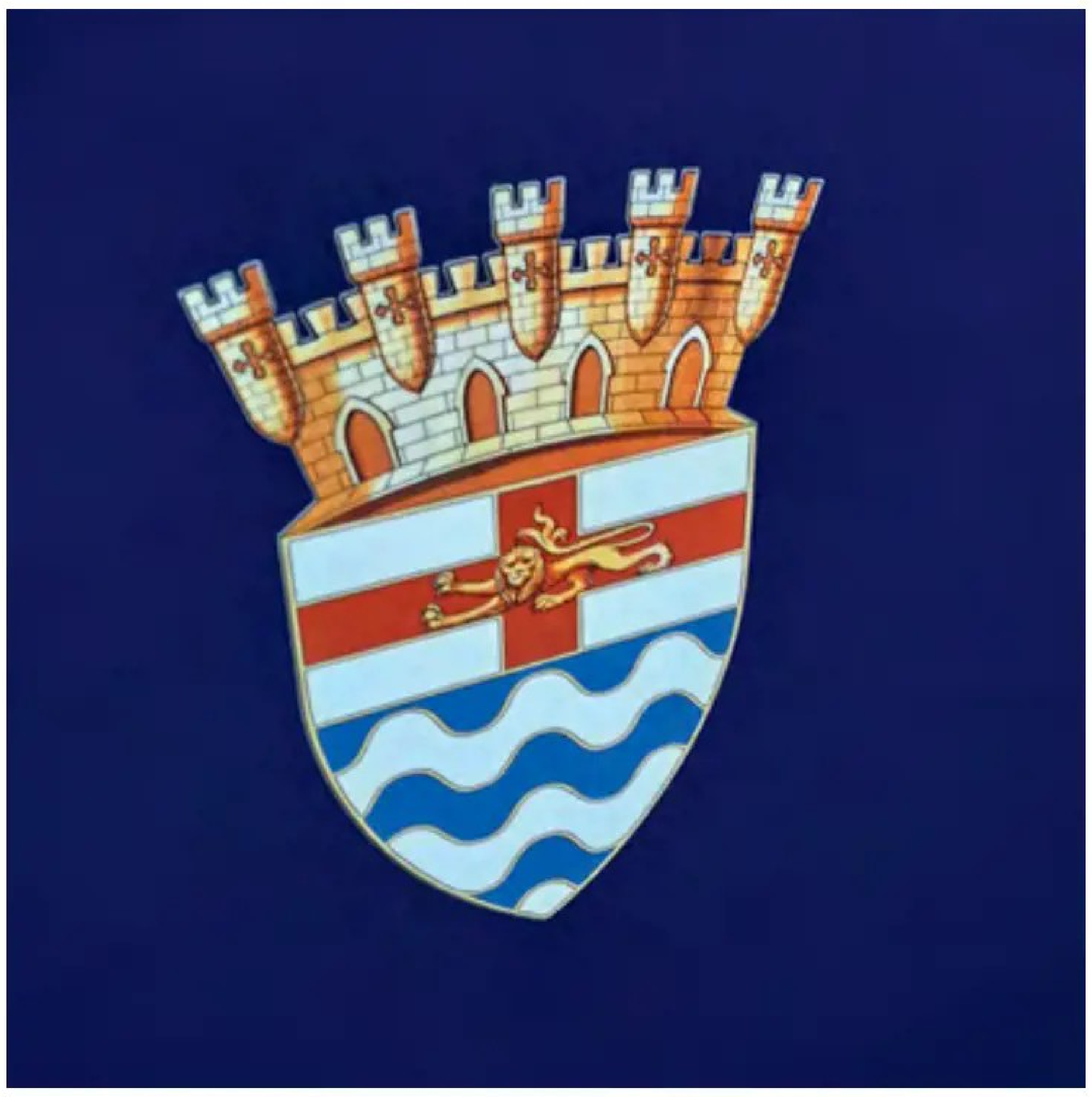
Inside, seats were removed and carefully catalogued so they would go back in the same place. A major task was removal by crane of the plywood roof and upper-deck aluminium window frames as one unit.

The team decided that the tram was stripped down to the framework to ensure this was sound for the reconstruction.

As dismantling continued a large number of tickets, coins, combs and other items were found. Corrosion was discovered in the upper deck steelwork.

Derbyshire-based engineering company Garmendale Engineering replaced the 21ft side panels, which had been extensively modified, one of the originals still having a London County Council crest under layers of paint. Work on the body frame was carried out at this company's premises,

A new canvas roof was produced-in house. New upper deck side panels were made but much of the panelwork



06 London County Council crest copied from original. **NICK LARKIN**

05

35
HIGHGATE
VIA
WALWORTH RD. & WES
1
6059

Tramcars provide Comfort for Reading and Smoking
35
BROCKLEY NEW ✝
PECKM' WALW'TH RD.
ELEPHANT WESTR.
BLOOMSBURY ANGEL
HIGHBURY HOLLOWAY
LONDON COUNTY COUNCIL

05 Bluebird in all its brilliance, restored to original condition. **D. HEELEY/NATIONAL TRAMWAY MUSEUM**

www.tramway.co.uk
CRICH
TRAMWAY
VILLAGE
Home of the National Tramway Museum
SOUVENIR GUIDE
TRAM RIDES · WOODLAND PARK · PERIOD BUILDINGS · SCULPTURETRAIL · EXHIBITIONS · TRAM DEPOTS

THE PLACE

Crich Tramway Village, home of the National Tramway Museum, is at Crich, Derbyshire DE4 5DP, tel: 01773 854321. **www.tramway.co.uk**

Based in a former quarry, the first tram arrived in 1959 and now there are more than 80, including ancillary vehicles.

The village has a wonderful collection of re-sited buildings and street furniture, not least the old Derby Assembly Rooms and the Red Lion pub.

There's a café, sweet shop, woodland walk and much more, not least tram viewing areas.

Drive a tramcar days are held and volunteers are always needed for a wide variety of roles.

The museum stages and hosts a wide variety of events.

could be retained.

Plywood interior panels were only replaced where water damaged. New Rexene-type covering was applied.

Grinsty Rail reupholstered the seats with moquette to original spec from Camira, this being different on each floor. Much of the plywood flooring could be kept, with new pieces let in as required.

Replacement brass driver's windscreen surrounds, the originals having been replaced with timber in Leeds. Modifications to other windows, destination boxes and other changes carried out in Yorkshire were reversed.

Great efforts were made to accurately reproduce a folding step mechanism; the original having been removed in Yorkshire. The lino was also renewed.

One omission. The heaters and piping had been removed and no accurate replacements could be found.

Much filling and flatting down later the tram was ready to have its first new paintwork from the museum's coach-painter Matt Linkar, professional signwriter Trevor Kervick producing the scripts on the side of the vehicle. Chapel Graphics made the London County Council crests,

BOGIE MEN

In 2015 the tram's two bogies were separated from the body and pressure washed before being dismantled one at a time to avoid confusion.

The London Transport Museum kindly loaned an HR/2 bogie to act as a 3D model. The work proved complex, with major wear on many components including brake linkages and suspension brackets. The four motors and wheelsets were overhauled by Dorlec Ltd and ran for the first time since 1957.

The metal tyres were re-machined and refitted, and the complex system of pipes for the air system sorted out.

The electrics were not an easy task, without original wiring diagrams and with modifications made in Leeds, but was eventually sorted out with new material fitted.

UNVEILED AT LAST

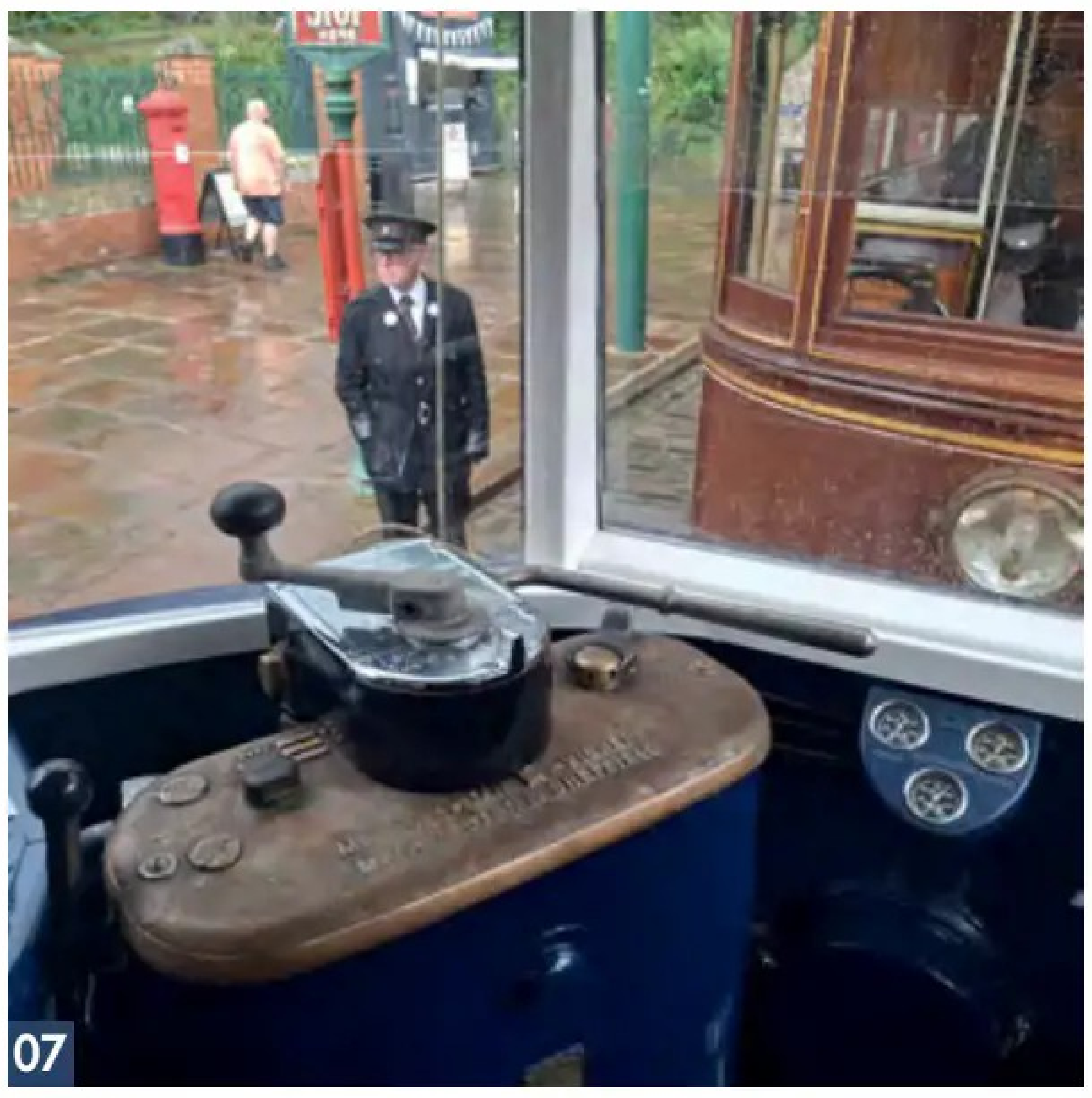
Finally the tramcar could be gingerly tested, and on 22 April 2022 was able to be run under its own power for the first time since 1957.

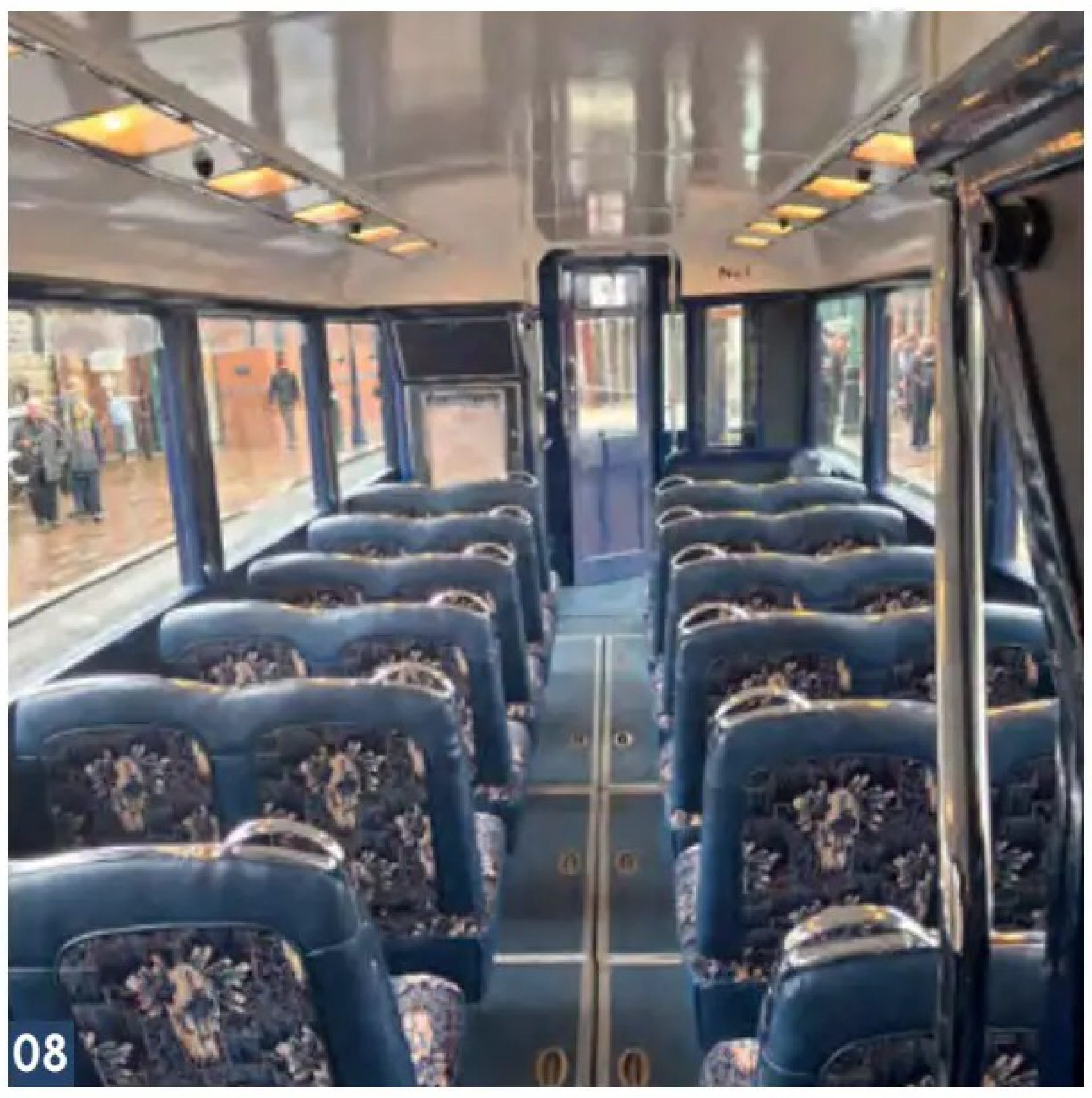
After much testing and final adjustments, LCC 1 was officially launched at a ceremony at Crich on 13 September 2024 when London Bus Museum chairman Leon Daniels OBE said he had loved the tram since seeing a painting of it at the Kingsway Subway years ago, which he hoped could one day could happen in reality.

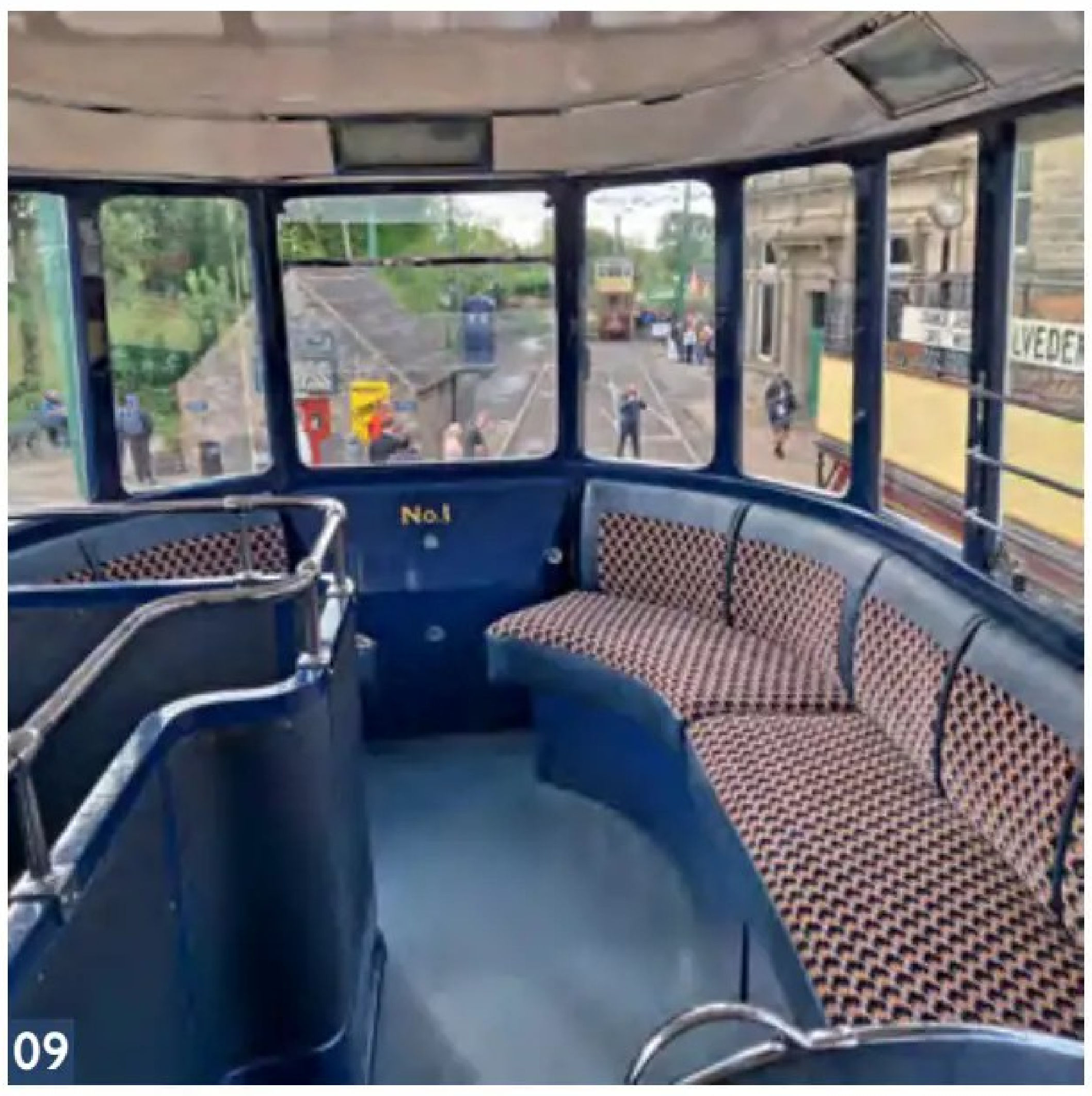
LCC 1 has caused jaws to drop ever since then. We finally caught up with it at the museum's tram weekend on Saturday/Sunday 13/14 September i20t being the passenger carrying vehicle on earth I'd wanted to see.

This has to be one of the most difficult and meticulous restorations ever and the attention to detail incredible. As museum curator Kate Watts says: 'LCC 1 is definitely one of our most popular exhibits and is a testament to the incredible achievements our team here can achieve. 'We hope people will be able to ride on this tram for many years to come.'

The tram's standard of ride and comfort are unbelievable for something launched in 1932 and the styling, with its art deco touches, simply stunning. What a shame more







07 No seat for driver. Controller, which regulates power, dominates dash. **NICK LARKIN**

08 Seat moquette differs on lower- and upper-decks. **NICK LARKIN**

09 Upper-deck. You needed to be sociable to sit here! **NICK LARKIN**

THEODORE EASTAWAY THOMAS GENERAL MANAGER

LONDON COUNTY COUNCIL

Bluebirds never appeared — there had been plans for more before the London Passenger Transport board takeover.

It was totally bizarre to be looking at pictures of LCC 1 in its service days while standing next to the actual vehicle, a sudden shower adding to the atmosphere.

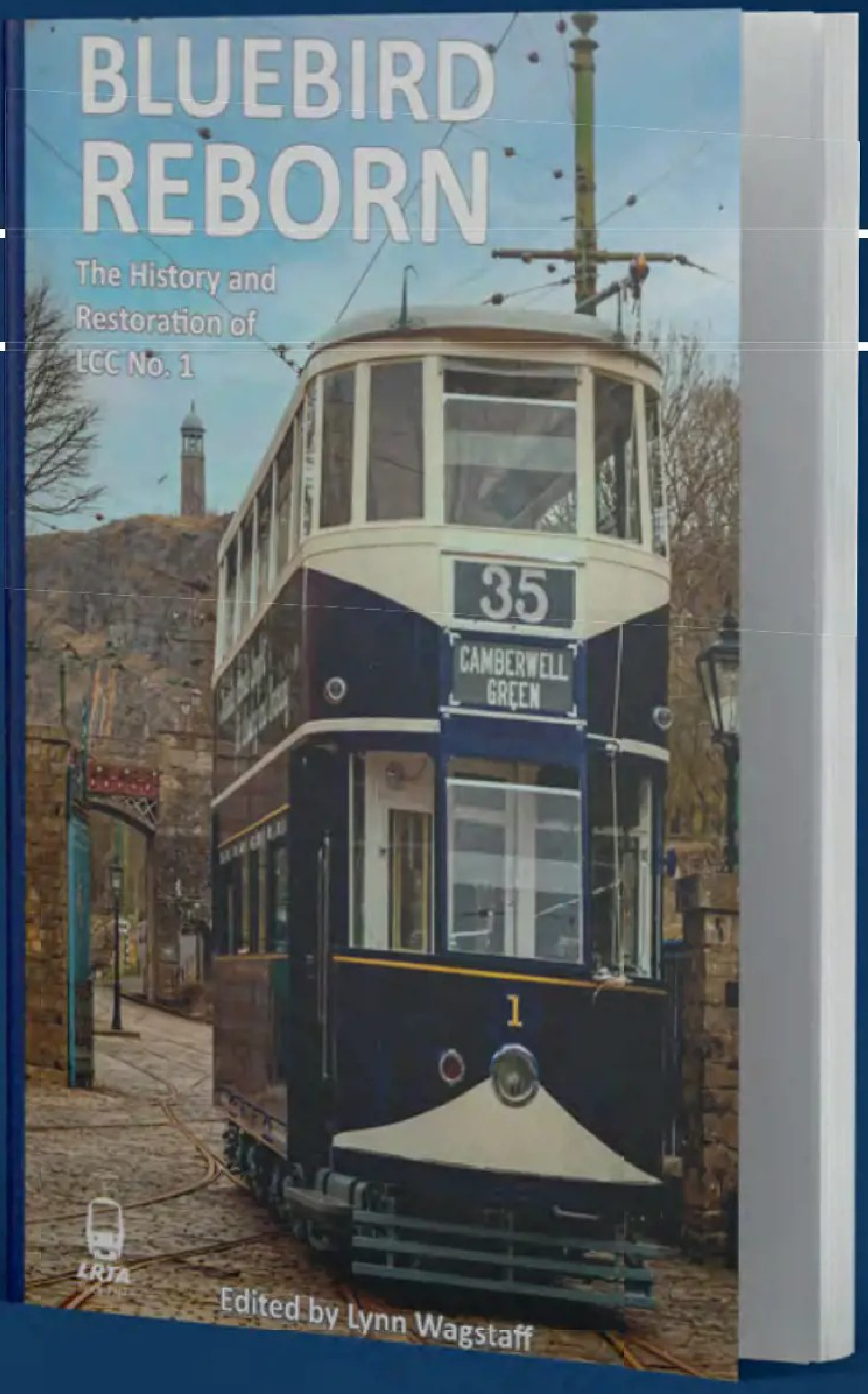
Truly one of my most bizarre preservation experiences, but another was to come. During one of our embarrassingly high number of rides on Bluebird at Crich Tramway Village the car stopped, and the silence was punctuated by sound of a Lancaster bomber, part of the Battle of Britain Memorial Flight, roaring overhead with just its shadow visible. An experience no-one who experienced it will never forget!

THANKS

Thanks to everyone at Crich Tramway Village for all their help with this feature.

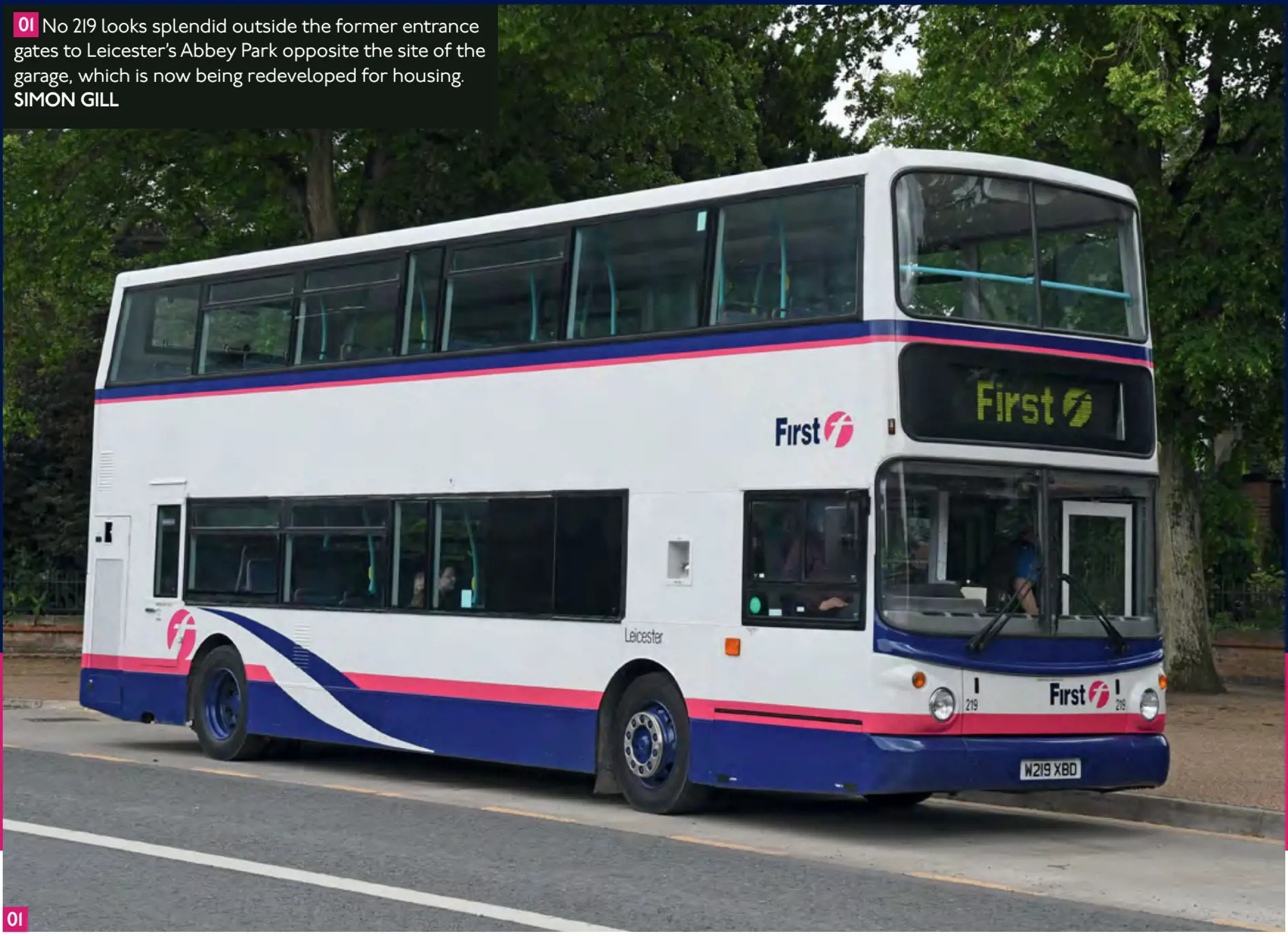
THE FILM

'The Elephant Will Never Forget' is a deeply moving and beautifully made British Transport Films production marking the end of London trams in 1952. The production got its director, John Kriksh sacked for producing sentimental 'pap', but is now a classic. It is my most watched video ever, having has a severe impact on the young me when it was shown on TV and partly inspiring my crusade to save old vehicles.
https://www.youtube.com/watch?v=9EFfD-5VHlk



THE BOOK

An incredibly detailed book on the life and times of LCC 1 has been published. Bluebird Reborn is available from Meteor Books, the Crich Tramway village online shop, Amazon etc.



01 No 219 looks splendid outside the former entrance gates to Leicester's Abbey Park opposite the site of the garage, which is now being redeveloped for housing. **SIMON GILL**

A Millennium Bus

In the second part of this two-part feature **SIMON GILL** learns about some of the challenges encountered in preserving more modern vehicles, in this case former Leicester CityBus No 219 (W219 XBD), a Volvo B7TL with Alexander ALX400 bodywork.

Having considered the introduction of low-floor double-deckers last month, and particularly the first 12 introduced into service in Leicester in July 2000, the owners of former Leicester CityBus No 219 (W219 XBD) provide an insight into what has been done to restore it to original condition.

02 During seat frame replacement the nearest seat is new but the far seat is flat and uninviting with the backrest screwed in place. It makes quite a difference. **STEVE FOXON**

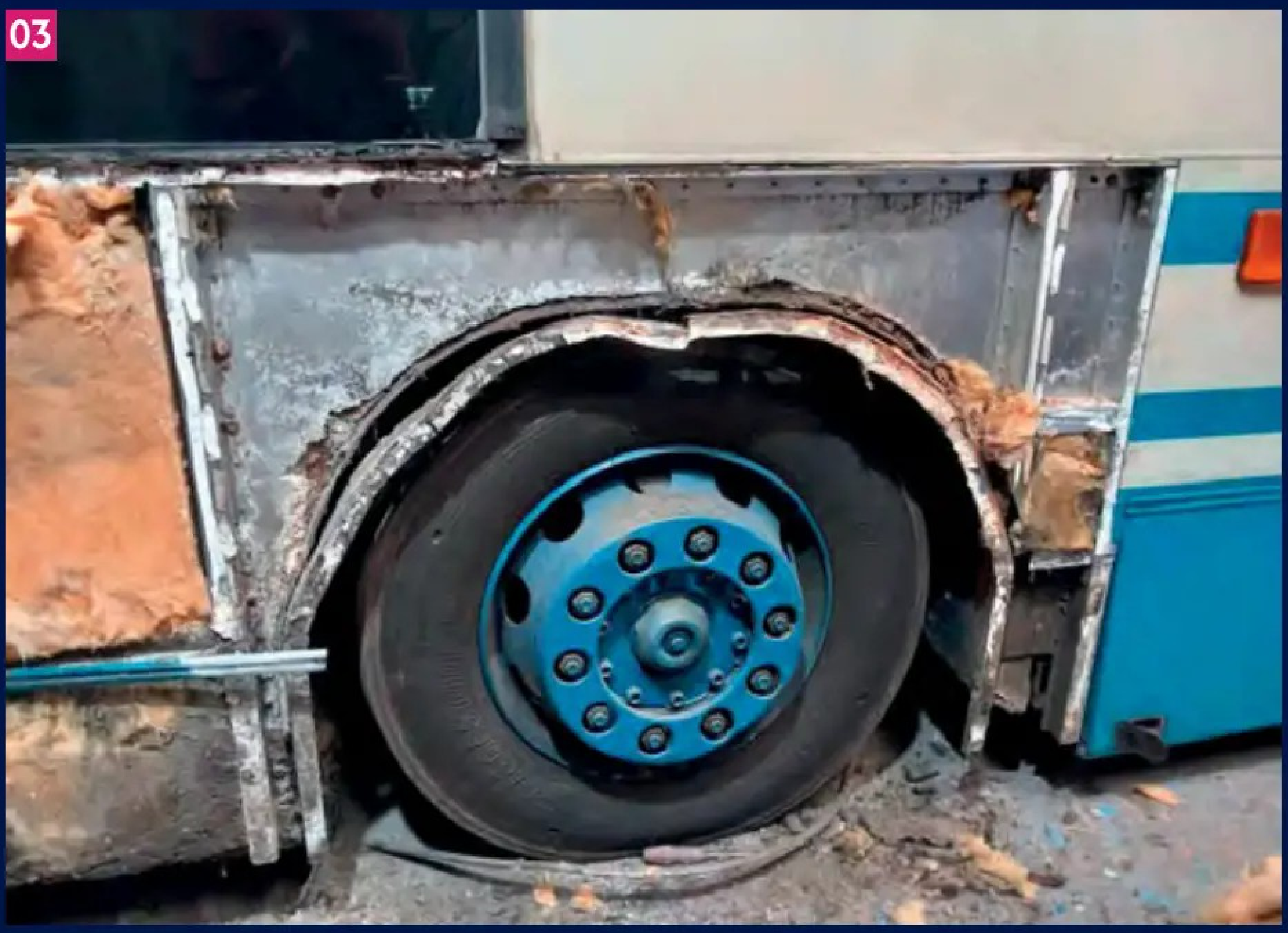
MAKING A START

Having attended a few rallies in 'as acquired' condition, July 2022 marked the start of what would become a long process of swapping most of the moulded seats for better examples rescued from scrapyards where around ten in every bus were usually undamaged and original. These were the eight back-to-back seats over the rear wheel arch in the lower-saloon that escaped vandalism due to being inaccessible and the two at the top of the stairs. These became target purchases for every ex-First ALX400 in the scrapyard. Good communication ensured early notification of ALX400s arriving at the breakers so these could be viewed quickly as they tended to be dismantled swiftly. A good friendship with the South Yorkshire Transport Trust resulted in some seats being salvaged from First West Yorkshire No 32092 (KP51 WCN) that was being stripped for spares. Slowly nearly every seat frame was replaced. First Leicester screwed the backrests to the plastic frames to stop unscrupulous passengers removing them and sliding them out of the windows whilst the bus was moving. Unbelievably, this did happen!

It transpired that unlike the W-reg examples, the KP51s received refurbished seats which included back seats made up using Wright Gemini 'tombstone' style rear backrests, whereas when the buses were new the backrests were 'square-topped'. Some refurbished backrests were acquired, but have not yet been fitted in the hope of finding material to retrim the original 'square-topped' seats still fitted in 219.

A valuable lesson was learnt during the winter of 2022/23. A good mop-out before 219 was put away for the winter

03



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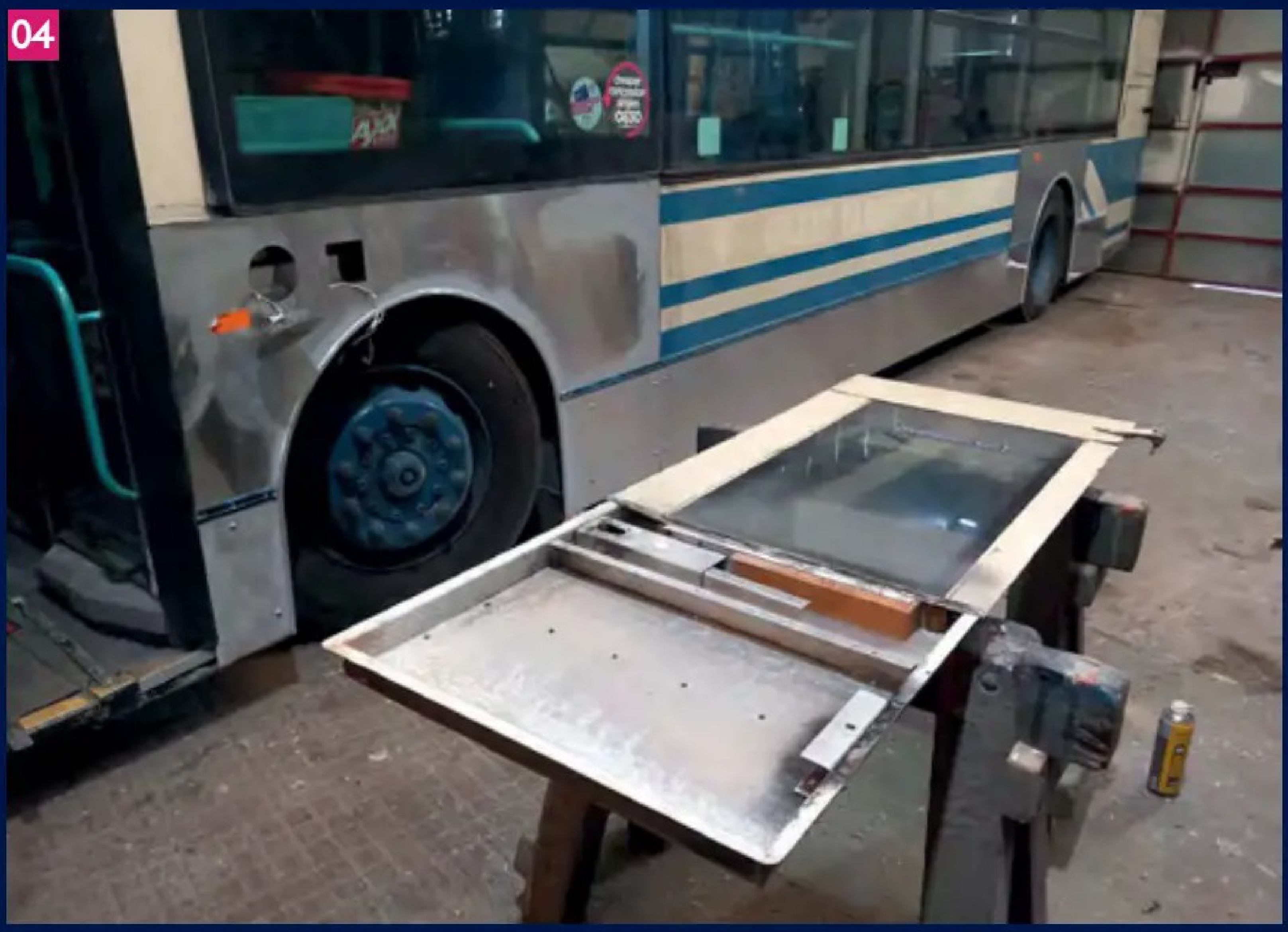

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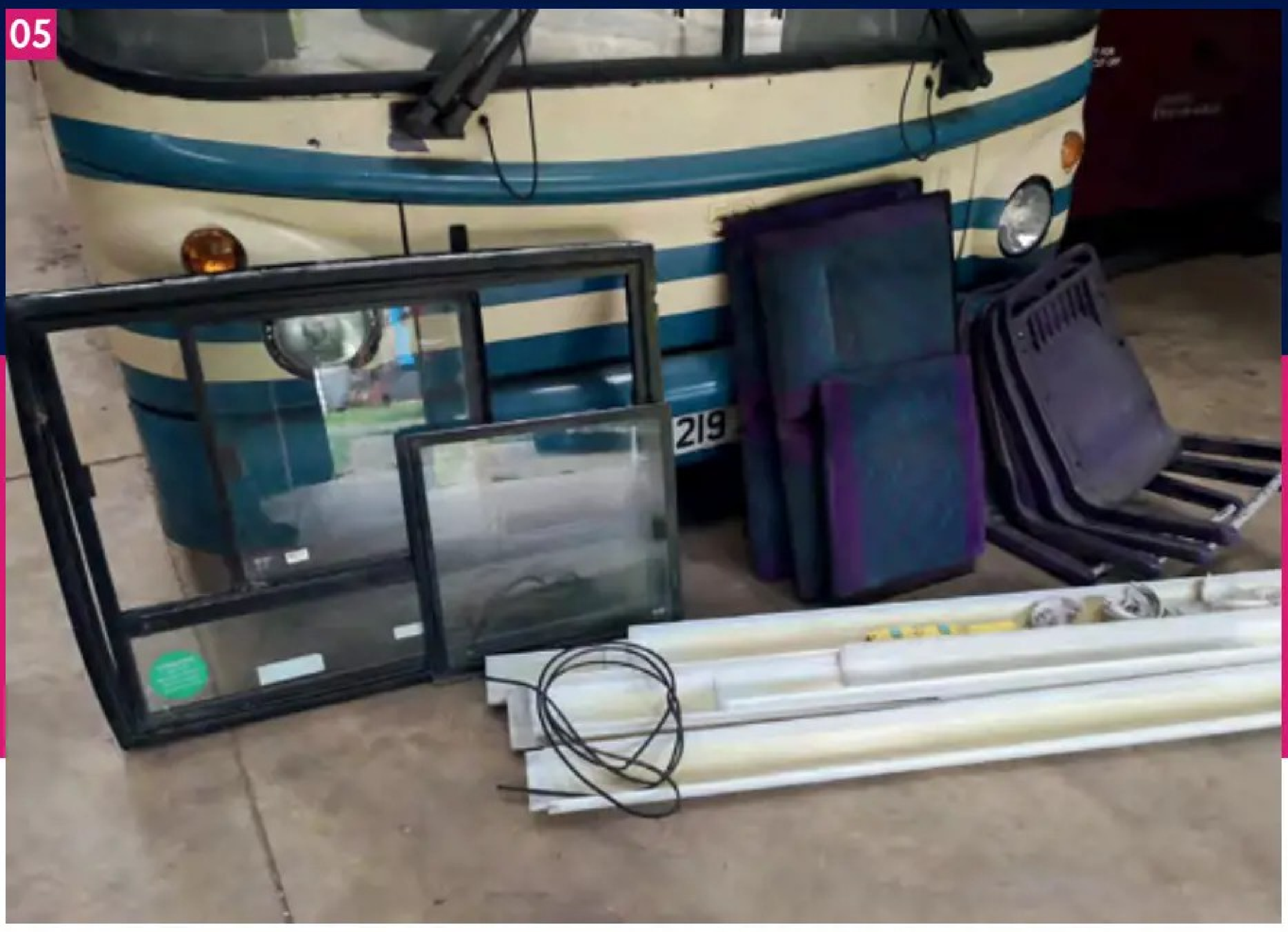

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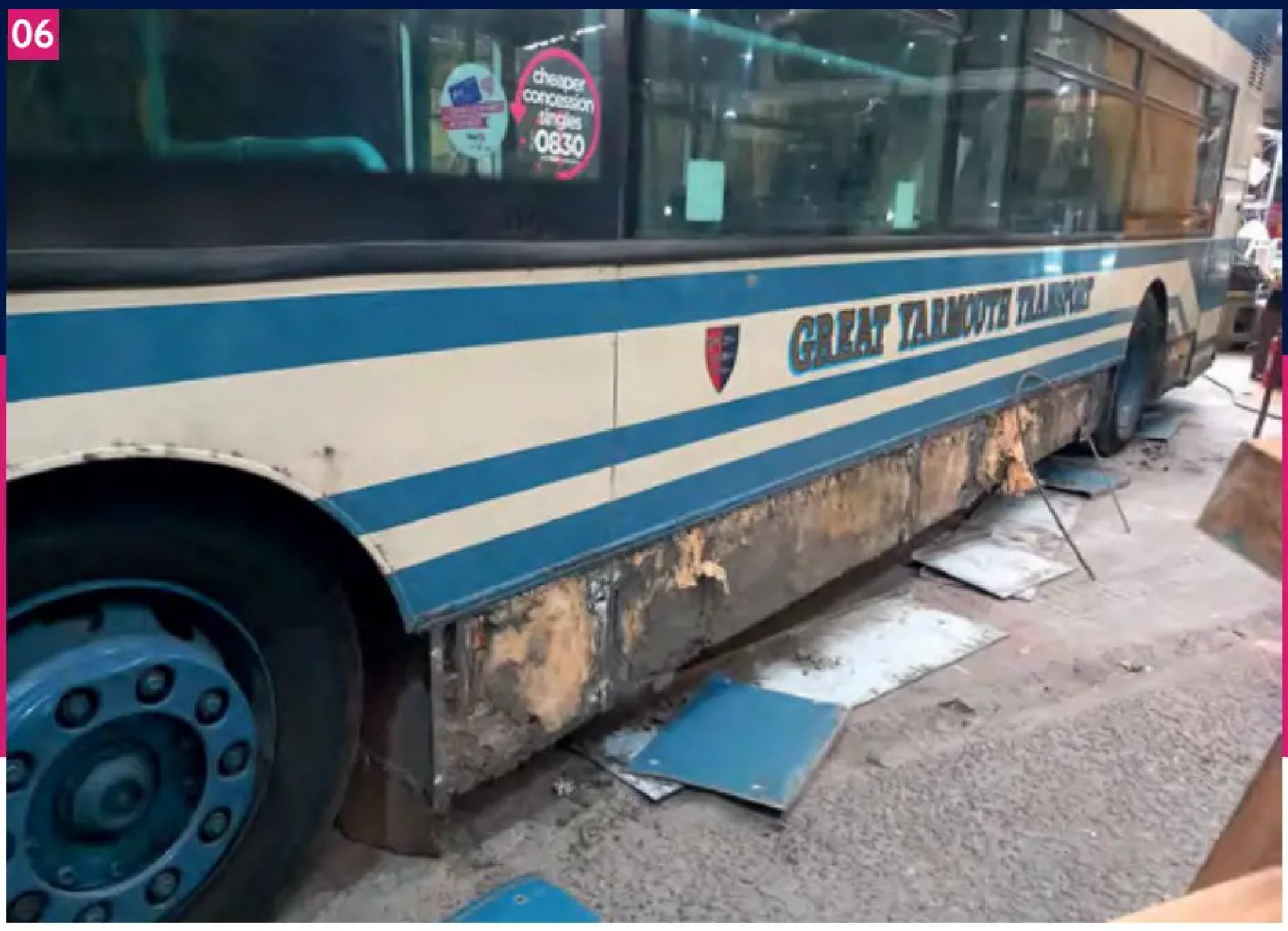


introduced moisture resulting in mould growing happily on the precious seat fabric! It turned out this was a problem First Leicester experienced too, so the operator helpfully demonstrated how to treat it with special mould killer. Many seats were disposed of in favour of fresher, newer cushions.

ELECTRICS AND COMMUNICATION

In October 2022 the driver communication microphone was refitted. The radio still in 219 when acquired may have been in a Dennis Dominator or Optare Excel before being fitted to the ALX400s. Leicester was a pioneers of driver-communication with a central control hub.

A few electrical gremlins began to creep in during the cold January of 2023. First of all the bus wouldn't engage gear or allow any throttle, and there were brake light issues. A thorough and methodical check of electric relays and fuses carried out by Matt Lycett in early March, following a long day repairing buses at First during his day shift, eventually got No 219 back on the road again. Winter and lack of use were the culprits. Another important lesson: these buses don't like standing around for too long. The following month Matt rewired the dashboard switch cluster to remove several poor wiring efforts from the hornets' nest of quick-fixes and smartened up the dashboard panel.

When acquired for preservation, No 219 was fitted with modern Hanover LED destination display units. Throughout its time in Leicester, it ran with Hanover flip-dot displays so these needed to be changed. First Leicester very kindly donated a set of flip-dots from a withdrawn Volvo saloon, together with a control unit which can display Leicester destinations from the 2021 era as there is a 'Thank You NHS' scrolling slogan relating to the Covid years. So far only the generic First logo has been displayed as Leicester traditionally displayed its route numbers on the left of the screen. In recent years route numbers have been displayed on the right. A kind supporter from Eastern Counties, Toby Cullem, is recreating a period 2000 destination list for 219 including some Eastern Counties routes and a few useful Northampton and Potteries names too. He previously created the 'Goodbye 59' destinations for the bus' farewell tour at Great Yarmouth.

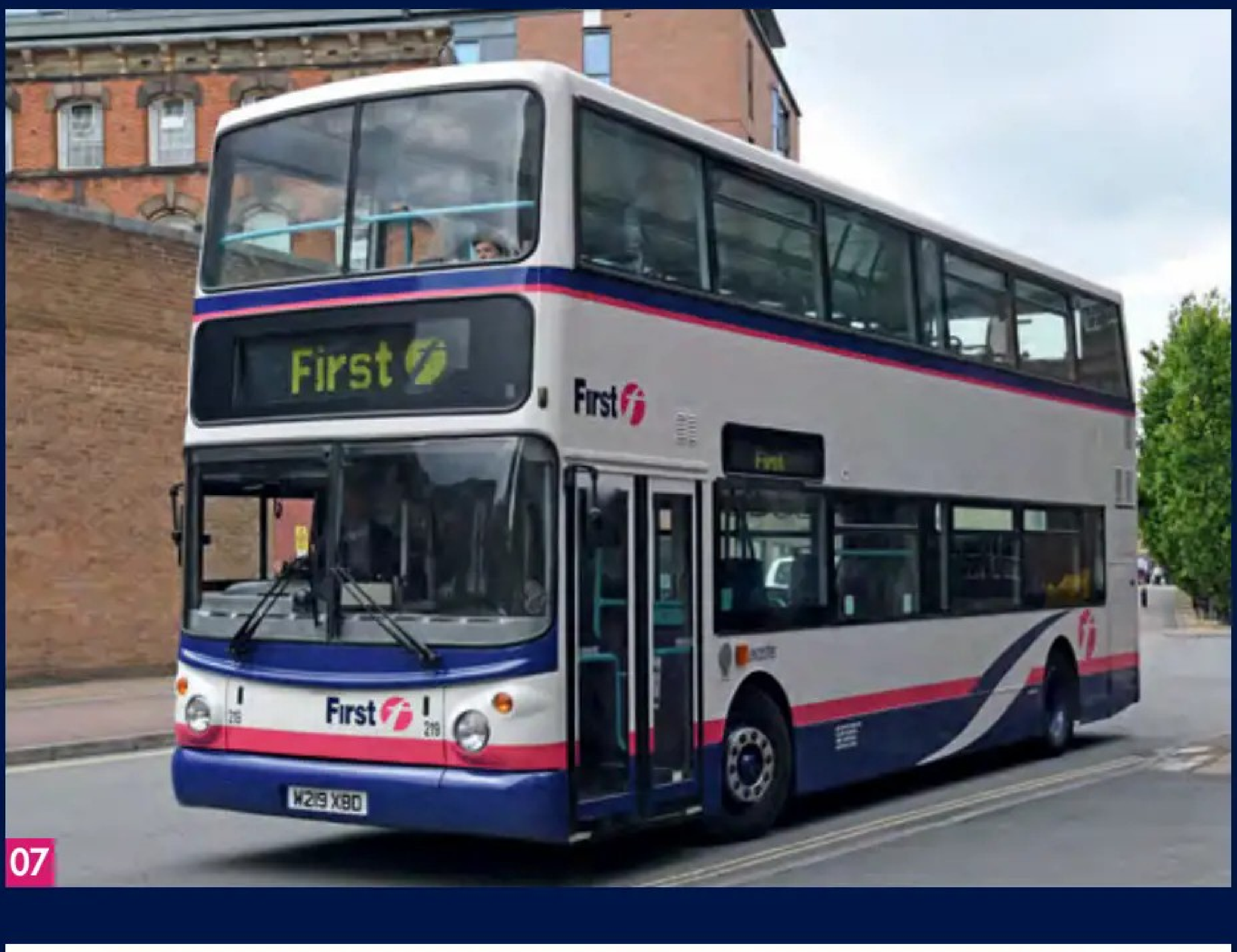
There was a gap in the cab where the 'Init Copilot' controller was once mounted for the pioneering 'Star-Trak' bus-tracking system, originally unique to Leicester and later expanded to other areas. The W-Reg batch was not only fitted with cab controllers and broadcast a signal for the bus stops, but the KP51s also featured on-board dot-matrix displays to tell passengers the names of approaching stops. All were fitted with audio speakers to announce those stops, but this feature was never enabled. A curious quirk on No 219 is that it still tries to dial back to Abbey Park Road (or County Hall) to upload tomorrow's timetable and route information. The computer is still live and, like the feature film: 'E.T. the Extra-Terrestrial' is still phoning home every night! The system has been superseded by more modern systems and the satellite switched off long ago, but No 219 still tries to make contact. As a result, the battery must be disconnected when not in use as even the master switch does not cut out the power to the system which was wired outside the isolation circuit following

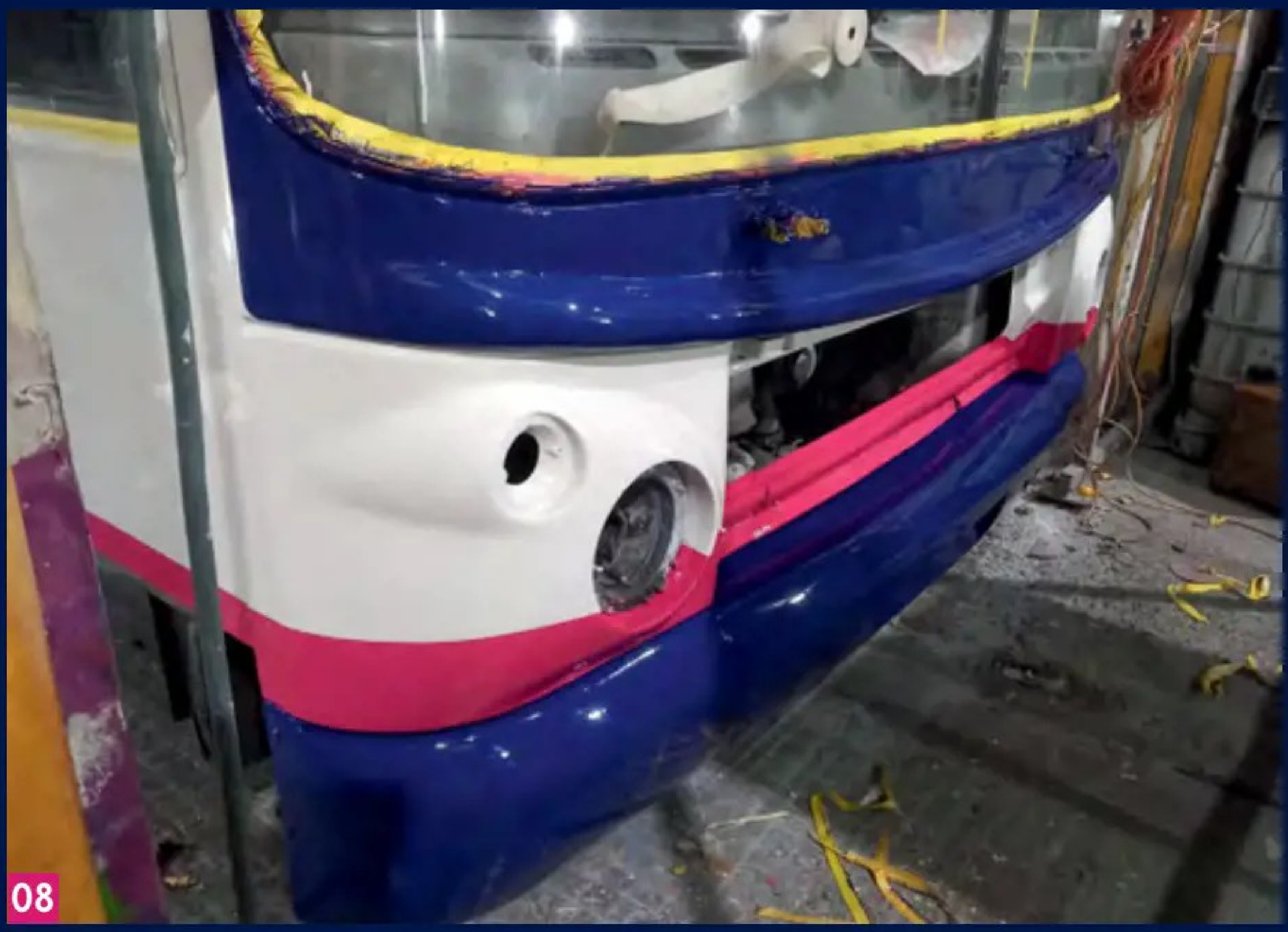
03 Wheelarch required specialist aluminium welding.
STEVE FOXON

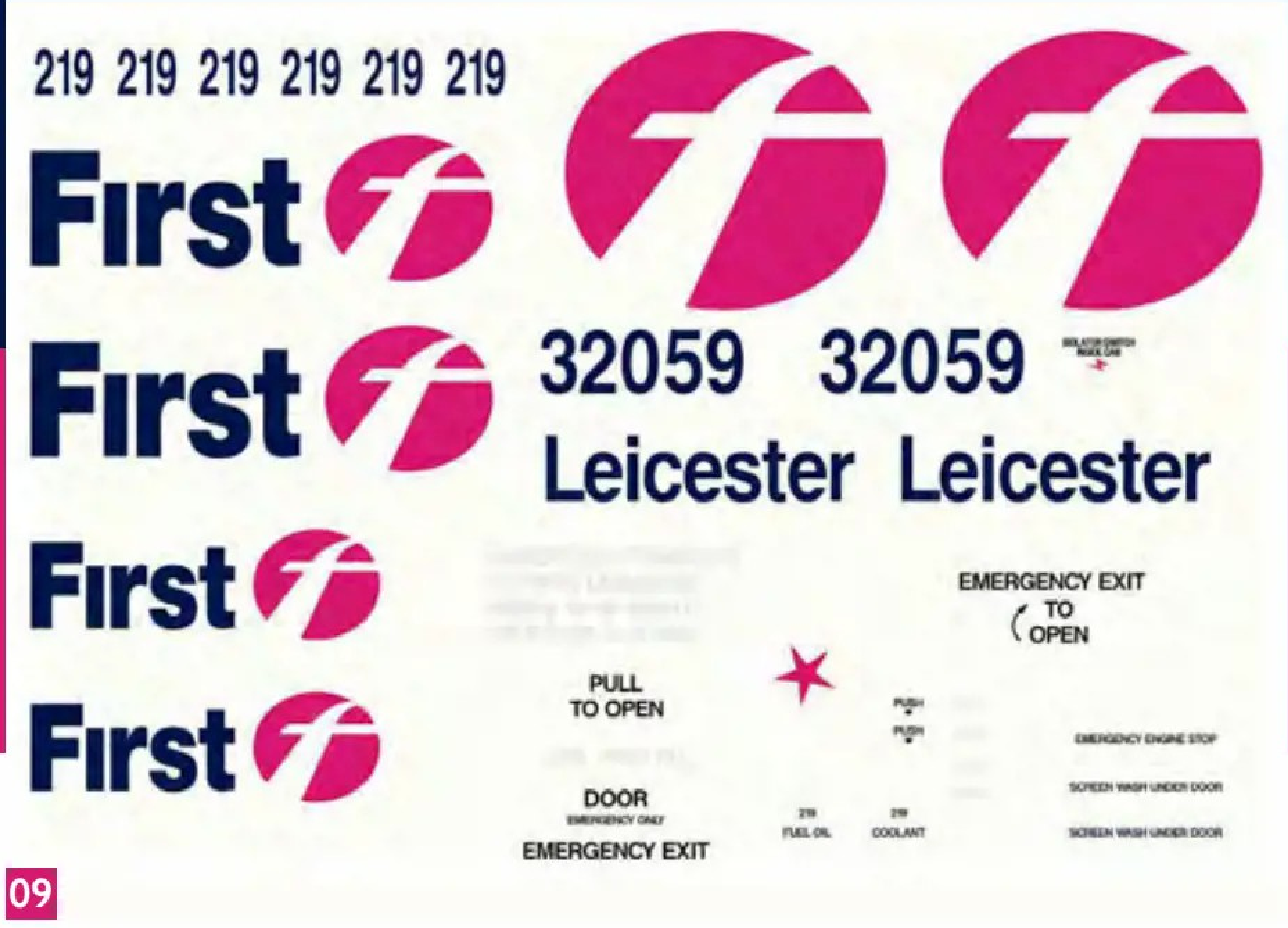
04 The rear offside emergency door was removed for rebuilding. Behind the lower panels have already been replaced.
STEVE FOXON

05 One of the numerous trips to the Barnsley scrapyards in summer 2023 produced all these goodies including driver's side window, seat frames, cushions and interior light covers. A very worthwhile trip!
STEVE FOXON

06 Nearside lower skirt panels removed revealing the insulation behind.
STEVE FOXON







07 The ‘First’ destination display and logo shows up well in this nearside view of 219 parked outside the former entrance to Midland Red and Arriva’s Leicester Southgate Street garage which is now student accommodation. **SIMON GILL**

08 The first sign of colour applied to the front panels in November 2024. **STEVE FOXON**

09 The original unused 220 fleet numbers were found in a drawer when Abbey Park Road garage was being cleared and were ideal for checking the size and typeface of those required for 219. **STEVE FOXON**

10 Lower saloon looking towards the rear with most seats replaced giving a clean and tidy interior. **SIMON GILL**

pressure from engineers and the Trades Union.

A Wayfarer 3 ticket machine and a refurbished Wayfarer MCV (Magnetic Card Validator) were supplied by Phil Smith from the North East. An original tripod stand on which to mount the MCV machine is currently sought, so if you can help, please let the writer know. Phil has programmed the ticket machine so the fleet number 32059 prints on tickets.

WINDSCREEN DAMAGE

The year 2024 began badly, as a neighbour who shares the shed where No 219 is kept, accidentally reversed a trailer into the front of it smashing the windscreen and damaging the front panels. First came to the rescue as quotes from well-known glass suppliers were far out of reach to a preservationist. First Eastern Counties had a withdrawn ALX400 heading for scrap, and as glass ends up in millions of pieces at the breakers the glass was considered of no value. A very pleasant visit to the engineering team at Ipswich Star Lane depot revealed the donor vehicle to be No 32653 (AU05 MUV) a very smart example plagued by ecu faults.

The replacement heated windscreens were fitted by Rob Allen, fleet engineer at Confidence Bus & Coach Hire, Leicester. He also installed a replacement cab window sourced from First West Yorkshire No 32078 (KP51 WBG) at Barnsley sometime earlier. No 219’s was in a terrible state, flapping about and full of sealant. The replacement turns No 219 into a ‘brand-new’tyre bus including the original Volvo pre-delivery sticker!

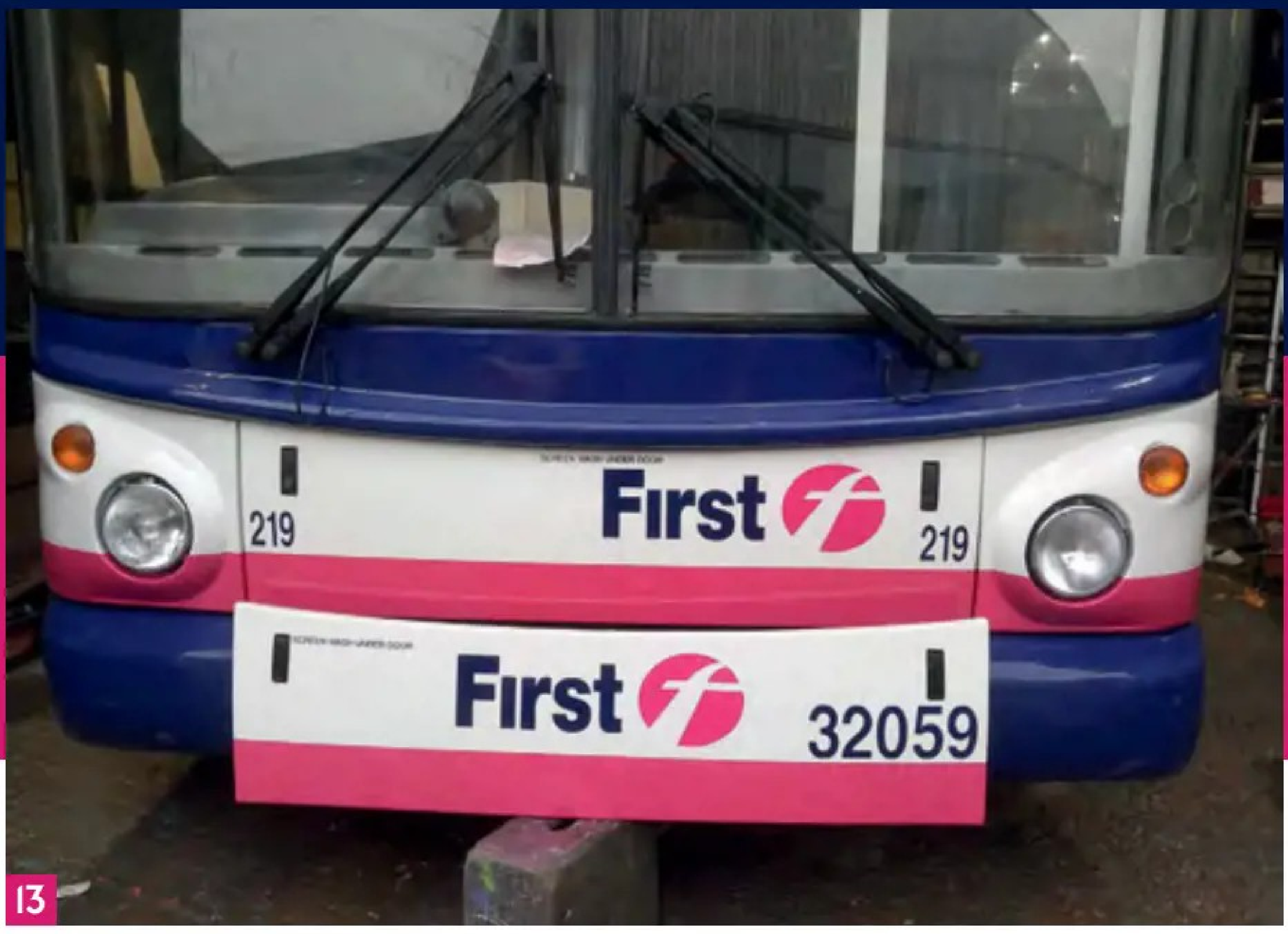
PANELS AND PAINT

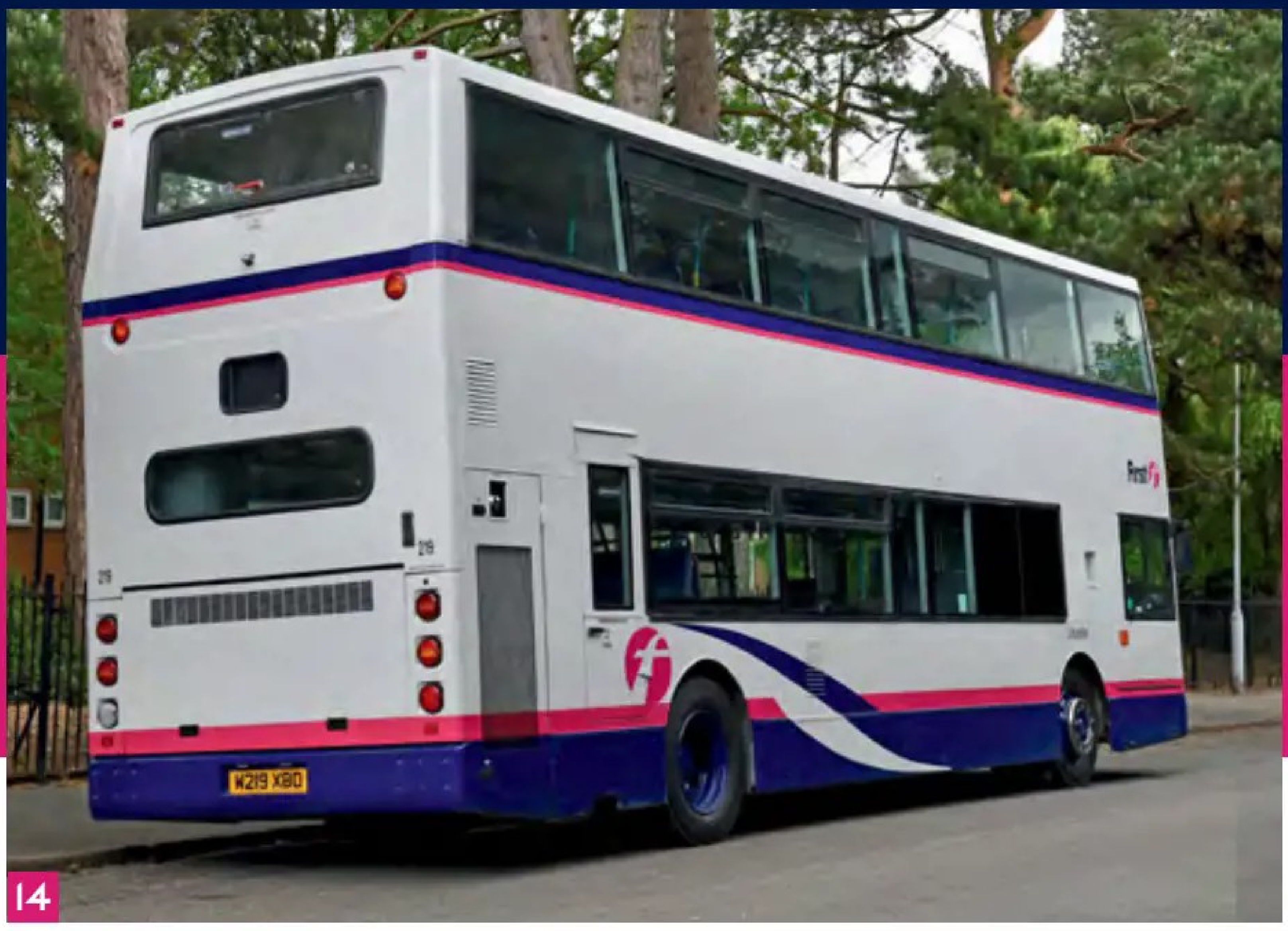
A start was made to gather replacement panels in readiness for a body refurbishment. Very few Euro 2 examples built to First specification were left so ensuring the correct panels were secured became a priority. A decent engine lid of the correct type came from First South West No 30880 (W735 DWX), which had latterly been a driver-trainer in Cornwall registered L12 PCV. A brand-new front bumper for an ALX400 was kindly donated by First Leicester.

Some original mirror arms were sourced having discovered that teere were both heated and non-heated mirror arms — the latter having a wire running through them as specified by First. Those fitted to No 219 had been salvaged from other vehicles and the rain gutter over the cab window had been bashed flat to allow a non-original mirror to fit. A replacement rain gutter was acquired new from ADL as it proved impossible to salvage one from Barnsley scrapyards.

Paul Winson very kindly provided a copy of the ADL parts brochure including codes for the First vehicles and offered to order parts alongside his own day-to-day requirements from ADL. This was a major turning point as it gave direct access to the parts required including some much needed new panels.

No 219 was delivered to DS Coachworks in Sheffield in June 2024 for refurbishment and repaint. The first few lower-skirt panels were removed almost immediately. These had been riveted on when the bus had been repainted in Great Yarmouth heritage livery and were replaced with new skirts with original hex-nut fixings. The aluminium wheel arches





11 Interior of upper-saloon with most seats replaced. Note there are plenty of grabrails for passengers.
SIMON GILL

12 Neat front dash panel and Wayfarer 3 ticket machine.
SIMON GILL

13 No 219 currently displays its original fleet number but a separate front panel has been prepared showing its later First national fleet number 32059 that can be substituted when required.
STEVE FOXON

14 We may not have appreciated it at the time but the FirstBus 'Barbie' livery was bright and fresh when new and an improvement compared withsome of those on offer today. No 219 certainly looks good in this rear view.
SIMON GILL

were in a poor state of repair and required specialist attention from an aluminium welder, who also expertly welded the grille in the engine lid to brace the lattice work together. The emergency door was rebuilt and by October repairs to the domes were well advanced.

Painting began in October with the undercoat, with top-coat coach painting in the traditional sense starting in November. With the weather starting to get too cold to paint, it became a race against time but luckily a milder spell enabled Darren and Sharon Sentence to complete it by mid-December.

Much research went into finding the exact typeface and wording for the vinyls. An amazing find in a drawer of vinyls and transfers rescued from the old Abbey Park Road garage following closure revealed the original fleet numbers for 220. These were never used, but obviously the original vinyl order was for a run of fleet numbers from 213 to 225. This proved invaluable in confirming the style and size needed.

IMPORTANT DETAILS

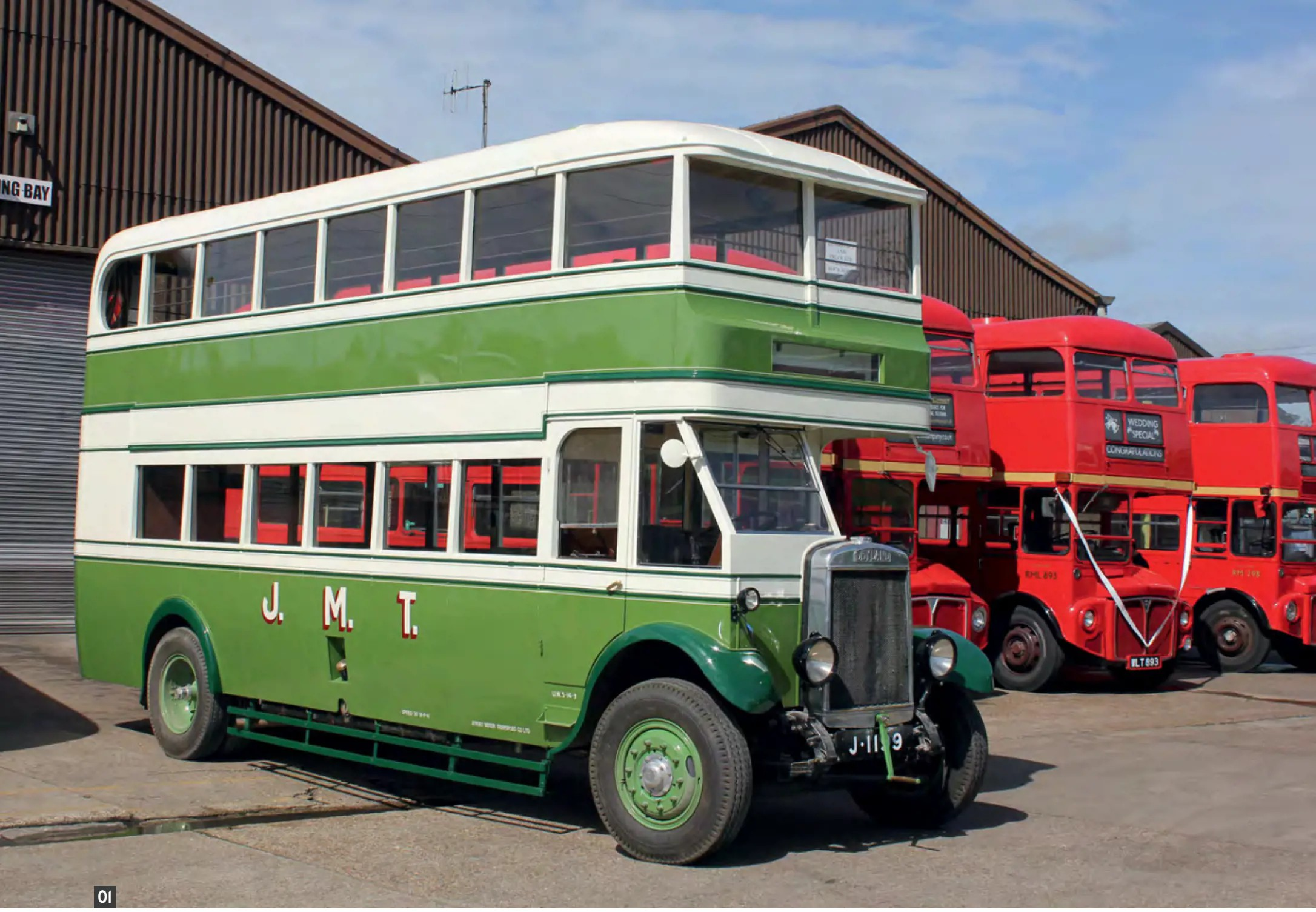
First impressions count when boarding a bus, so the cab door was refurbished and the original 'letterbox' change tray was reinstated. Useful spares were also obtained from First Potteries No 32639 (KP54 AZA), a former Leicester Wright Gemini-bodied Volvo B7TL. The best item was a nearly brand-new steering wheel. These cost over £550 from Volvo but just £10 from PVS at Barnsley. The staff at PVS were very helpful and supportive with at least five former Leicester KP51s and several non-indigenous ALX400s from other First fleets providing parts, including Volvo B7RLE saloons. Plastic trim around the windows still awaits fitment.

The completed 219 was delivered to Paul S. Winson at Loughborough on 13 December 2024 and tucked away in its workshop for the Christmas period. Paul began additional electrical refurbishment to remedy some gremlins and improve some long-standing dashboard error codes. It was also mechanically prepared for MoT, which was carried out by local Leicestershire operator, Beaver Bus, on 9 February 2025.

Following a successful MoT, a 'Quickchange' and coin chute were restored on the inside of the cab door prior to 219 being launched at the Leicester Transport Heritage Trust and Great Central Railway rally at Quorn & Woodhouse station on 17/18 May 2025.

219 Group members Steve Foxon and Andy Smith wish to record their thanks to Michael Webster who has been a key supporter from acquisition to hands-on restoration and for his knowledge and passion to see a full range of Leicester vehicles preserved. Also, to Matt Reedman, Tony Gowtage and Mick Moore, who have all clocked up sizeable hours in scrapyards and on the bus, Darren and Sharon Sentence of DS Coachworks who worked like troopers to complete 219 and Paul Winson for all his help and support. Members of the Leicester Transport Heritage Trust (LTHT) have also been helpful and we must not forget FirstBus including Nigel Eggleton (originally as First Midlands MD and more recently as LTHT Chairman), Andy Metcalfe at First Fleet Control, Matt Lycett at First Leicester and many more at First Abbey Lane.

Finally, our thanks to Steve Foxon for all his help with this feature and Andy Smith for his hospitality.



01 All-Leyland TD1 JMT 24 (SV 6107)about to leave London Bus Works following its exterior repaint. **RHS**

Return to Jersey

ROBIN HELLIAR-SYMONDS brings the story of his Jersey Motor Transport all-Leyland TD1 No 24 (SV 6107, J 1199) to a conclusion.

Way back in *B&CP*, June 2022, I rashly predicted that my all-Leyland TD1, Jersey 24 (SV 6107, J 1199) would be out and about for the 2023 rally season Few active preservationists will be in the least surprised to hear that I got that wrong However, the job has now been finished and, by the time this second feature is published, the bus will be out and about at rallies and events.

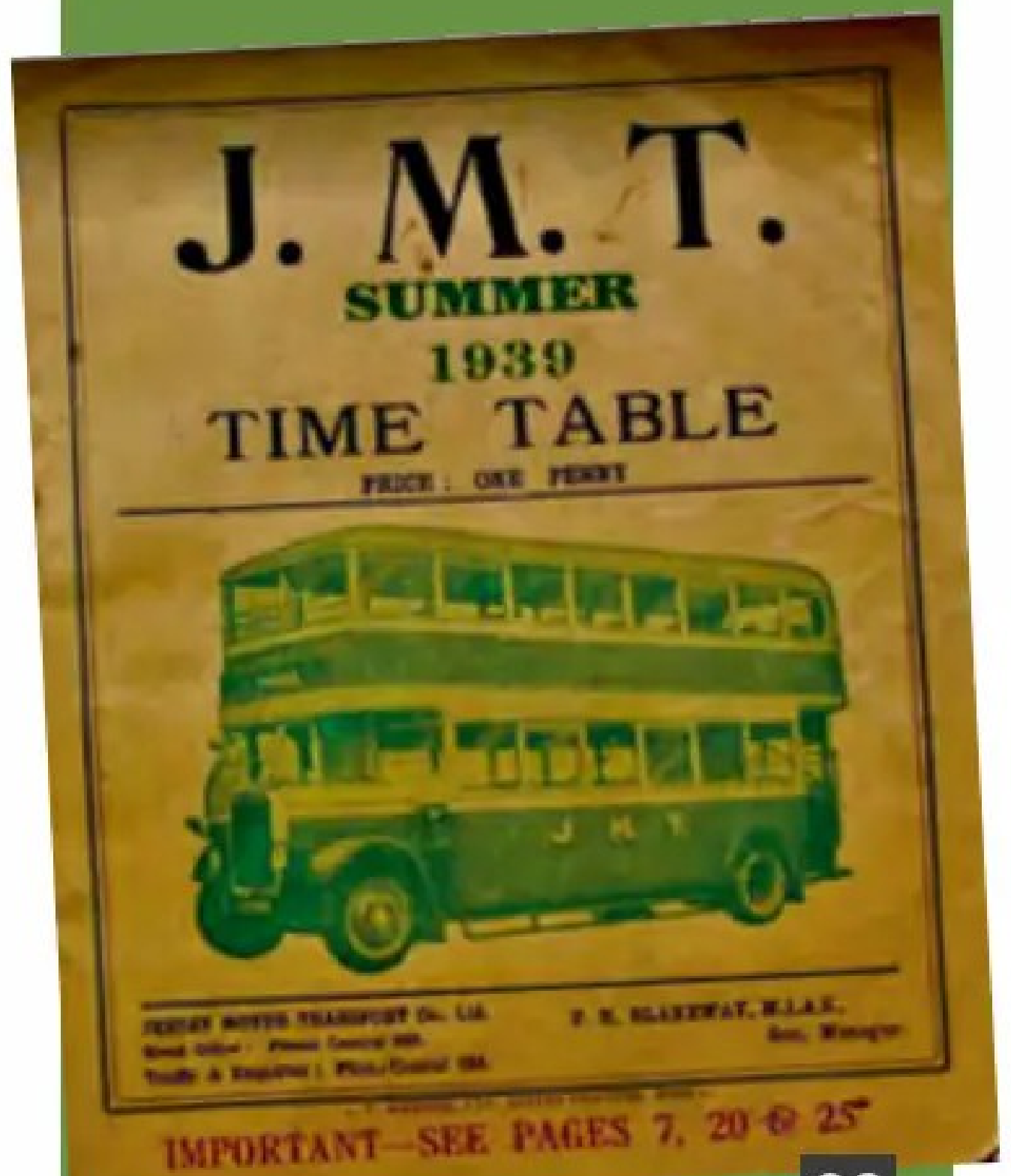
FINISHING TOUCHES

Since 2022, the work has mostly been preparing internal trim and fettling after making trial assemblies. Plywood patterns were made for new glass (to PSV standard, although it isn't planned to get a Certificate of Initial Fitness (COIF). Patterns were necessary, as the window apertures were not accurately rectangular. The glass was fitted with new rubber surrounds and an extra thickness of rubber on the inside, as the new glass was thinner than the original.

The internal wooden trim around the windows and elsewhere had been painted green, whilst the bus was in service in Jersey, and over 300 individual parts had to be paint-stripped, sanded, stained and given up to six coats of varnish. It is doubtful that Leyland would apply quite so many coats but, as a demonstrator, it was probably finished to a higher specification than normal.

I had stopped at five coats, until I found that a large number of parts, which had been carefully wrapped up in clothes to make them easier to store, were marked by the clothes. Having given them another coat of varnish, I needed to store them separately. This presented a problem; when my wife returned from a visit to grandchildren, I had distributed the initial batch of re-varnished parts around the house, which was not universally popular. Fortunately, my wife had been helping a lady who lived across the road and she kindly allowed her garage to be used for storage.

I was also very lucky in that the boring paint-stripping of the parts was largely done by local sixth-formers in their Summer holidays. However, the varnishing was down to me and took many months with parts distributed to the top-deck of 24, the bottom deck of Johannesburg trolleybus 589 (which was also being



J. M. T.
SUMMER
1939
TIME TABLE
PRICE : ONE PENNY

IMPORTANT—SEE PAGES 7, 20 & 25

02 J 1199 featured on the Jersey timetables from Summer 1934 to 1940 and Summer 1946 to Winter 1948/49. **RHS**

restored in Ian Barrett's workshop) and my garage at home. Ian recommended allowing the varnish to harden for a week between coats, which then had to be rubbed down again. It was the waiting that took up most of the time although there were plenty of other jobs to be getting on with in between. Re-fitting the varnished trim was rewarding, but time consuming and every slotted screw had to be lined up horizontally for horizontal pieces of trim and vertically for the verticals.

NEW PANELS

Externally, new panels needed to be fitted to the bus and I spent many hours paint stripping and etch priming the beading, before fitting a multitude of screws, the heads of which had to be filled with body filler to replicate original practice.

A lot of small parts needed plating and this was carried out in Nickel, as Chrome plating did not come in until after the bus had been built. One interesting exercise was to dismantle the driver's opening windscreen into its constituent parts for plating.

Below the windows inside the bus, new plywood panels were made and covered in fabric. Some original fabric had survived wrapped behind panels and a modern equivalent was sourced to match the original, as closely as possible. Once the windows, wooden trim and side panels had been fitted to the upper saloon, it was time for 'lino man' to do his stuff. Lino is very stiff and awkward to work with, so paying for his expertise was well worthwhile. Before walking on new lino it was necessary to seal the surface, although this was probably one of the easiest jobs of the whole restoration.

It is increasingly difficult to find suitable lino nowadays. The brown colours, typically used on bus floors from the classic era, are not popular elsewhere. Having found a source, the London Bus Museum, the National Trolleybus Association and the writer bought a supply between them.

Once the lino was down, I was able to fit the upstairs seats, which had to be bolted through the lower saloon ceiling. Until the bolts were in place, Ian and Saul were not able to paint the lower-deck ceiling, which had to be the first job before re-fitting that area.

The windows were already in place, but the same routine as upstairs followed when fitting out the lower-saloon. Any exposed timber, or metal parts were painted a maroon colour to match paint found during the restoration.

NEW TYRES

Alongside work on the body, six new tyres arrived and the wheels were taken away for sand blasting and painting. The radiator was taken to a specialist polisher, which brought the cast aluminium up to a bright and shiny finish.

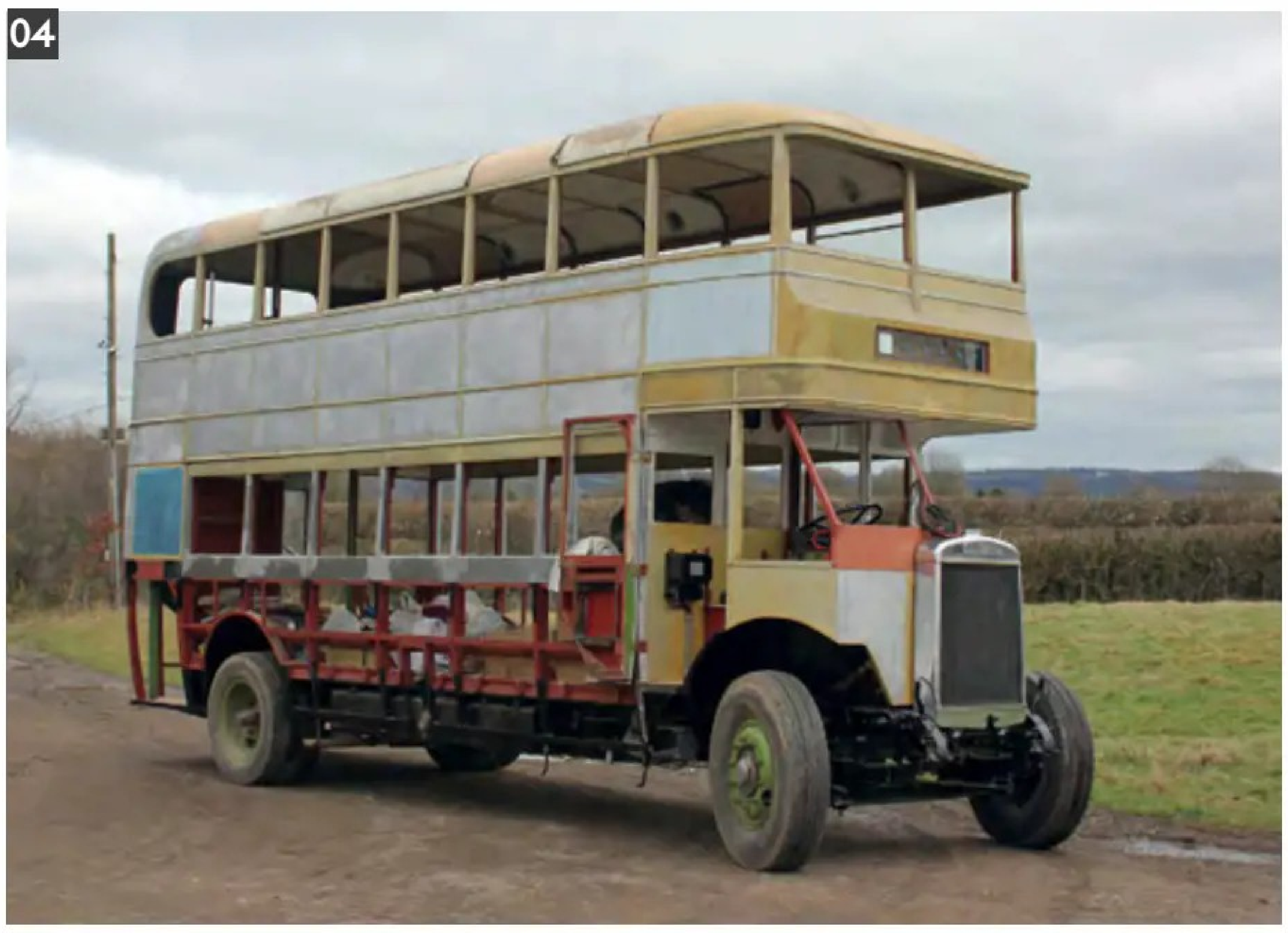
The bus was booked into London Bus Works for painting starting on 4 March 2024 Before No 24 first entered Ian Barrett's workshop, it had proved to be very reliable, so a simple transfer to Northfleet shouldn't produce a problem, but it did! About an hour out, the

03

MARY ANN
JERSEYS FAMOUS
BEER

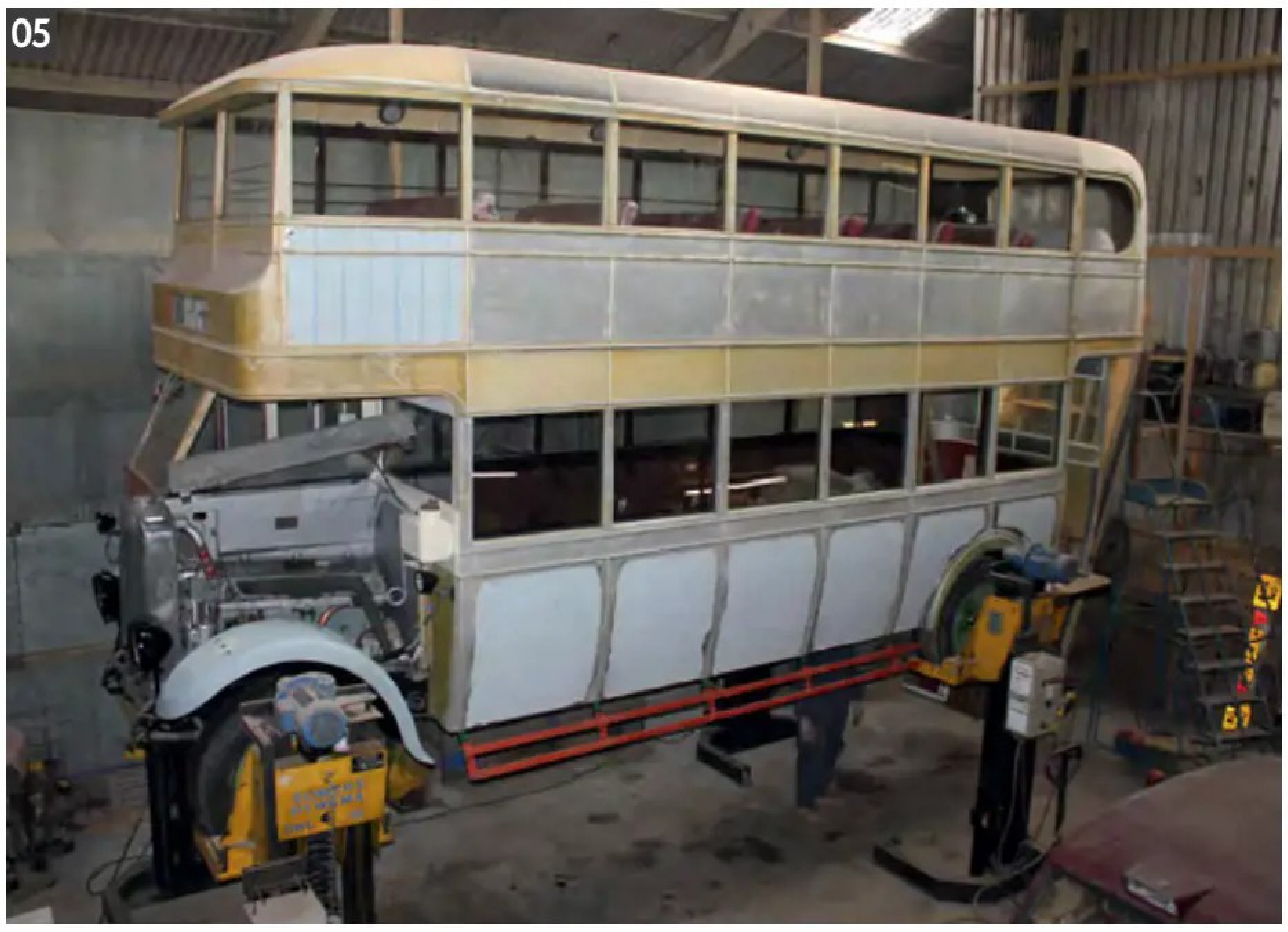
03 The writer at work
GUY MARRIOTT

04



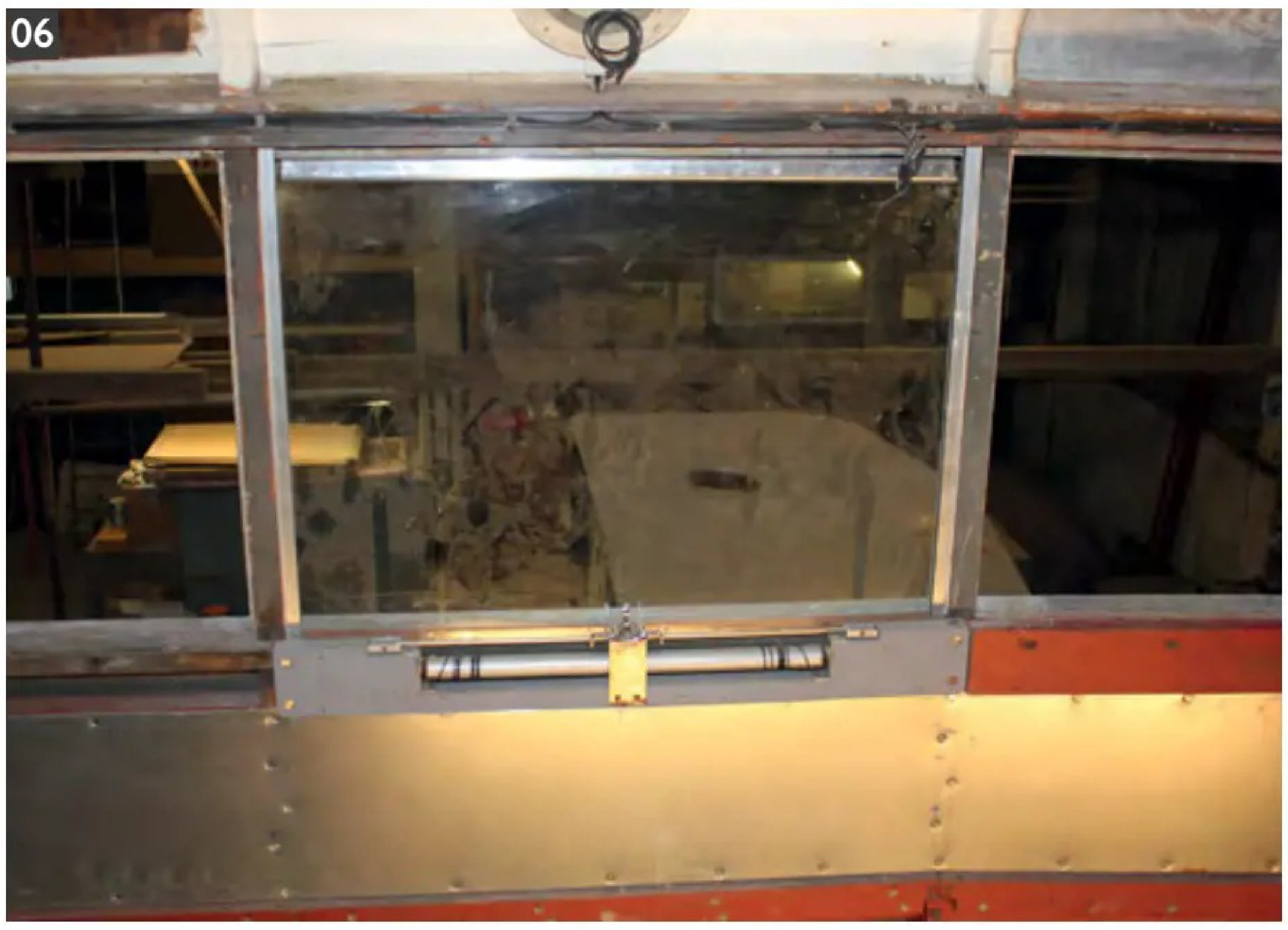
04 The Titan completely stripped and ready for reassembling.
RHS

05



05 No 24 on the vehicle lift; the upper-deck has been restored and the exterior panelling fitted to the lower-deck.
RHS

06



06 The drop-down window operating mechanism. As the window descends the roller winds up an internal spring, which assists when the window is to be raised.
RHS

engine suddenly died and we had to wait for the cavalry in the form of Ted's van to arrive. Although the initial suspect was the carburettor, the culprit proved to be the magneto points which had stuck. Ted was persuaded to follow the bus to Northfleet, which was just as well as it failed again at the top of the hill near Borough Green. The fault was not obvious and may well have been overheating of the magneto. However, the bus was restarted and behaved itself for the rest of the journey. For the return trip an overhauled magneto was fitted, which performed perfectly.

London Bus Works sprayed the bus in two-pack using the colours identified by Ensign when it restored a similar highbridge Leyland TD2, Jersey 25 (erstwhile J 6332). The legal lettering and other necessary markings were applied by Stuart Betts, a very experienced signwriter living locally.

On return to the workshop, the lower-saloon interior was completed and the seats fitted. Floor treads were made, varnished and fitted to the gangways upstairs and down. Whilst the exterior was being painted, the staircase, which had been removed for sand- blasting was re-installed, before floor treads could be fitted to the platform.

PROVING RUNS

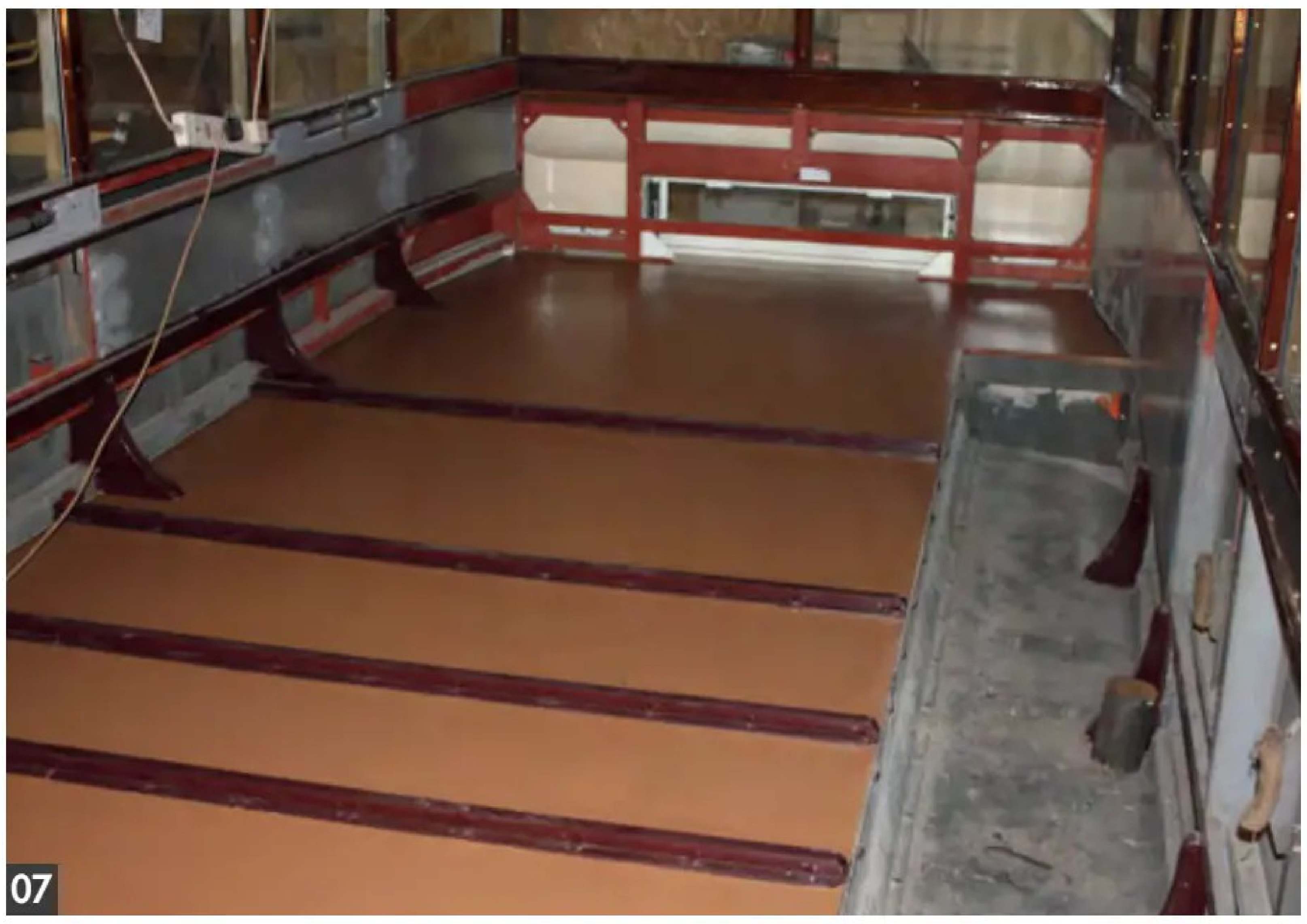
Once the refitting of the bodywork was almost complete, I started proving runs locally. What this proved was that the bus was overheating, with the anti-freeze temperature running between 95°C and 100°C. This was too close for comfort, so having tried a number of solutions, none of which worked, I bit the bullet and had the radiator overhauled. This cured the problem with an immediate reduction in running temperature of about 20 °C.

The final part of the restoration was to arrange for a rolling-road brake test (for peace of mind only as the bus is exempt from MoT) Does Anyone have any idea what the DTP number is for a 1929 Leyland TD1? Eventually, I found that it was 090102.

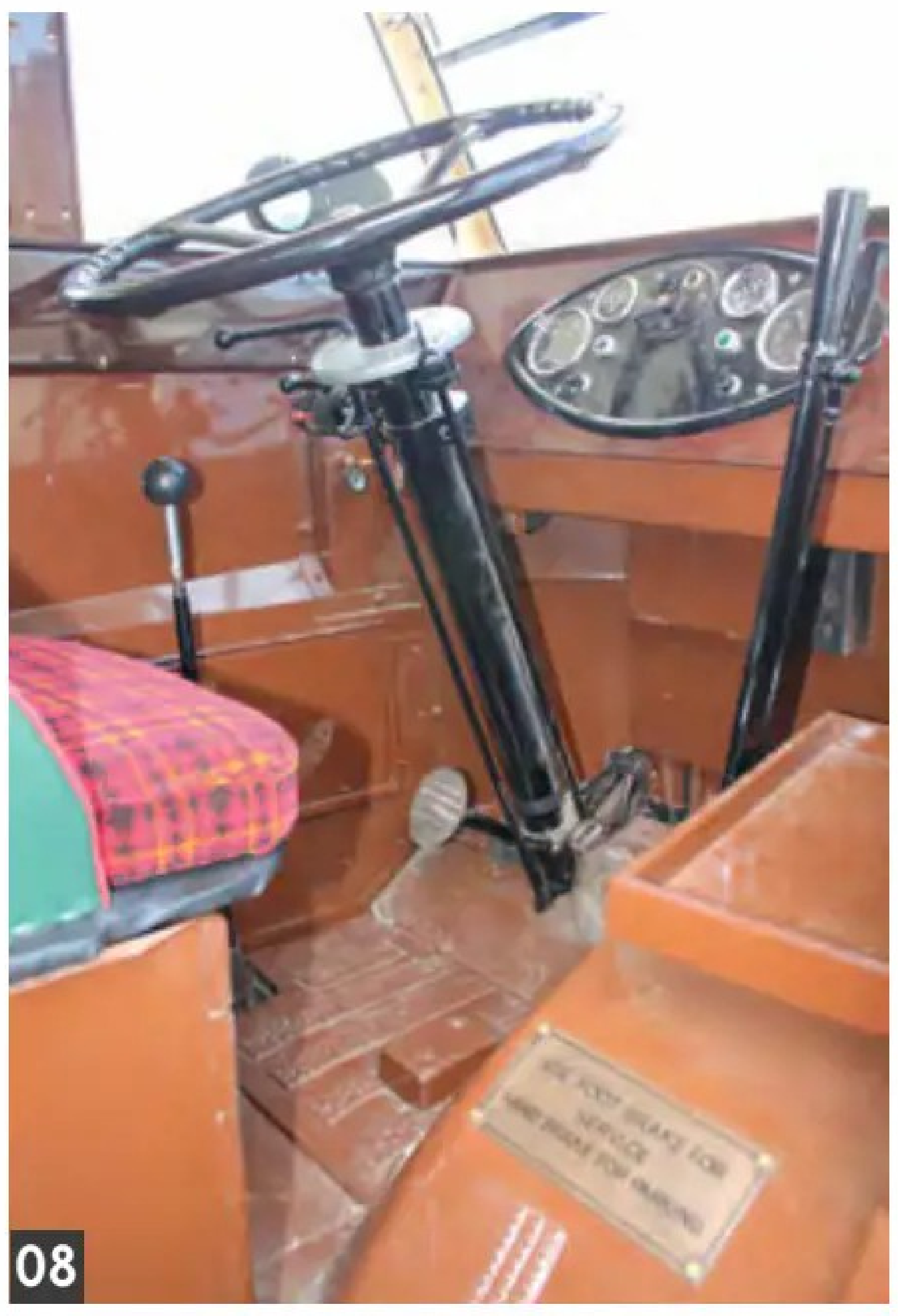
The aim of the restoration had been to return the interior as closely as possible to the condition it would have been in as the 1931 trolleybus demonstrator, and also when it first went into service in Jersey in 1934. The exterior was to be as it was new in Jersey, which did not include adverts. These may be added later.

Apart from five years of my life, averaging three days a week, I've travelled from Maidenhead to Dorking 692 times, paid for over 6,000 man hours of labour and put in probably 7/8,000 hours of my time both on site and at home. The cost had been embarrassingly high, so much so that only family members and a few others know the true cost Anyone familiar with professional restoration costs can probably have a good guess at my folly.

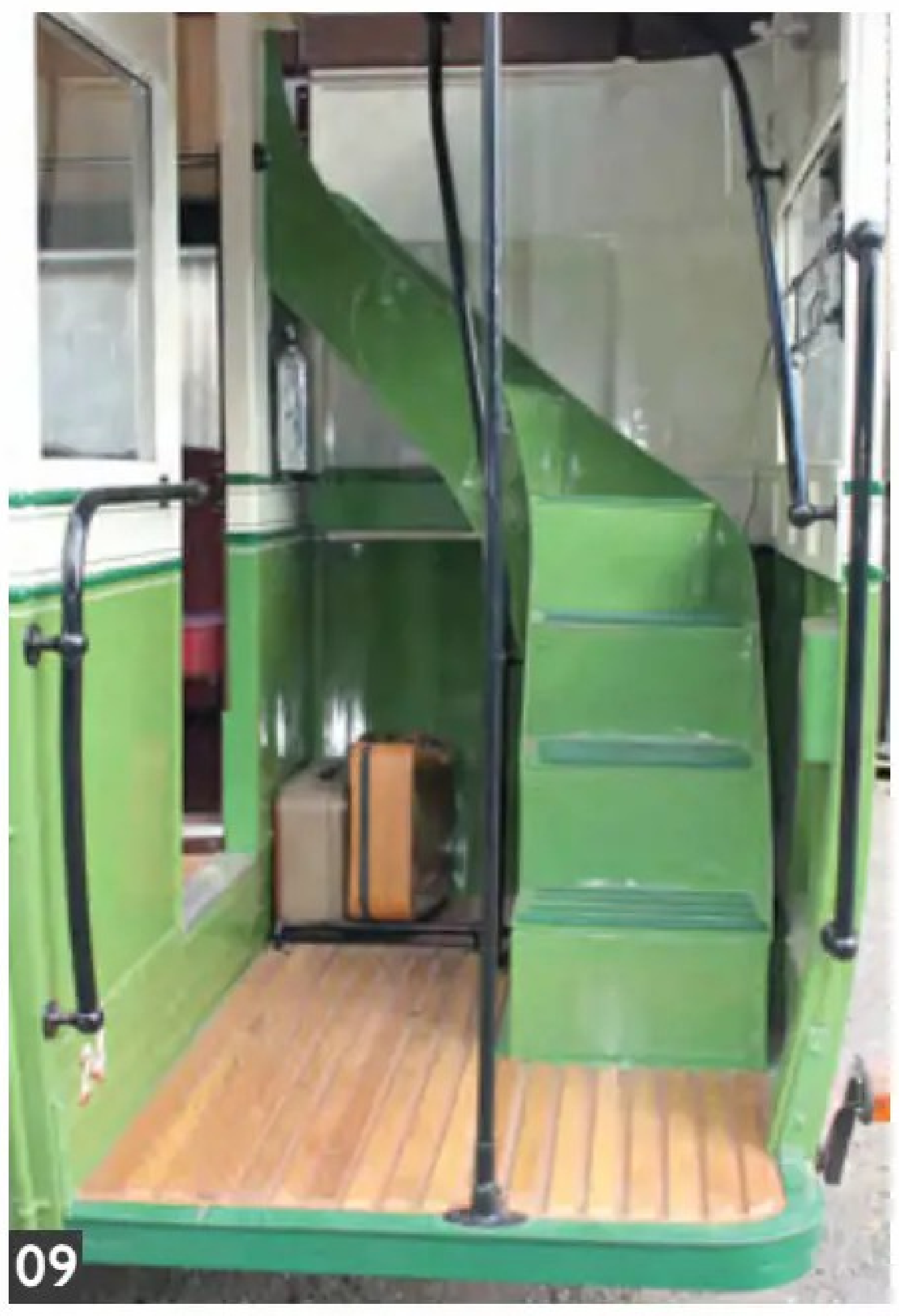
If anyone has pictures of 24 in Jersey, I would really appreciate copies, as I'm writing the story of the bus and its restoration. Please contact me at RDHSymons@gmail.com. The TD1 is such an iconic engineering design, which altered the design of most buses until the Atlantean arrived, that I hope to get it out and about as widely as possible, so that many might enjoy seeing it and riding on it. It is also the only remaining trolleybus body.



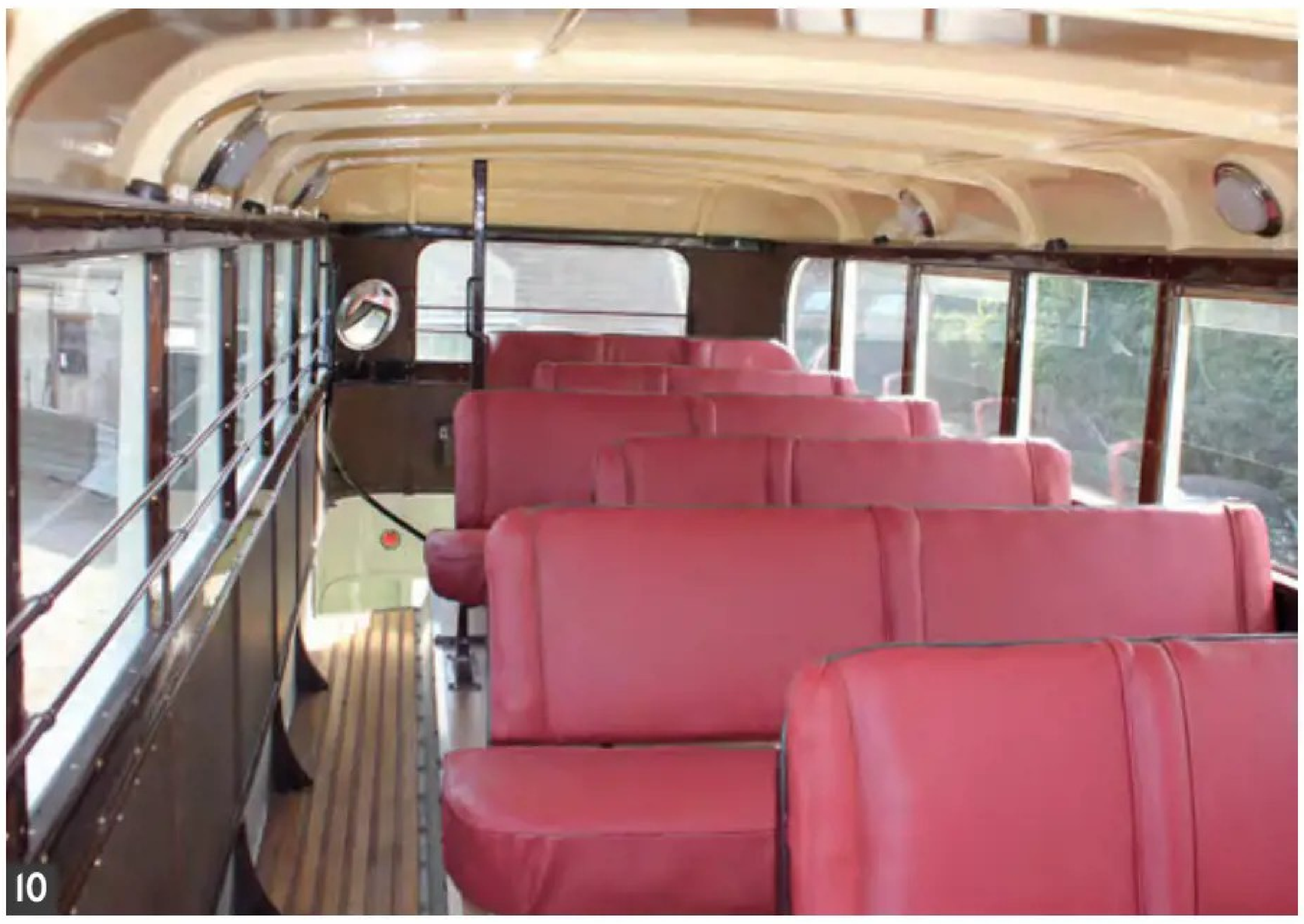
07 Upper saloon lino in place, new steel stress panels to the front three forward bays on both sides, glass and most varnished trim installed.
RHS



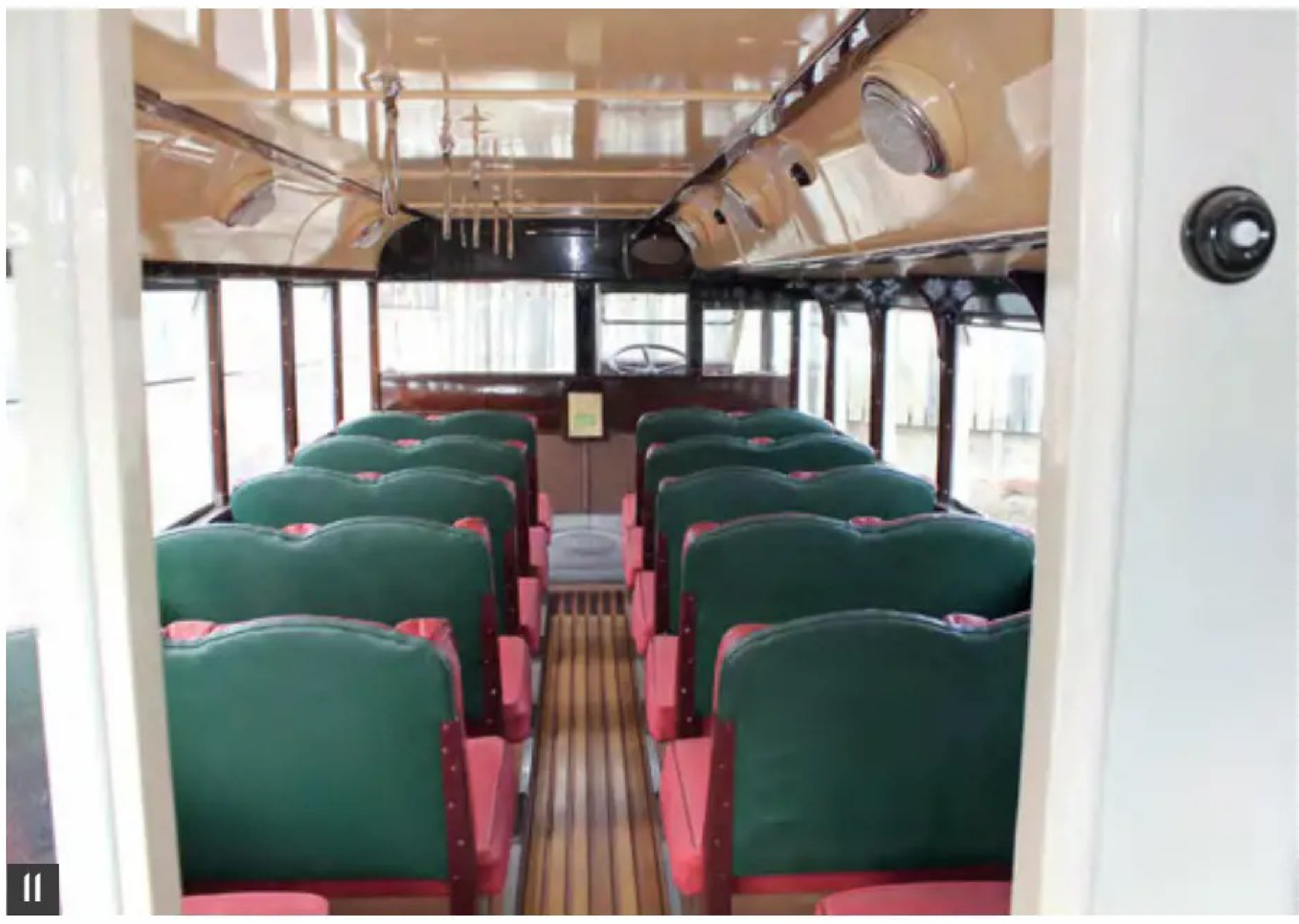
08 Cab restored: note the centre accelerator.
RHS



09 Platform and staircase.
RHS



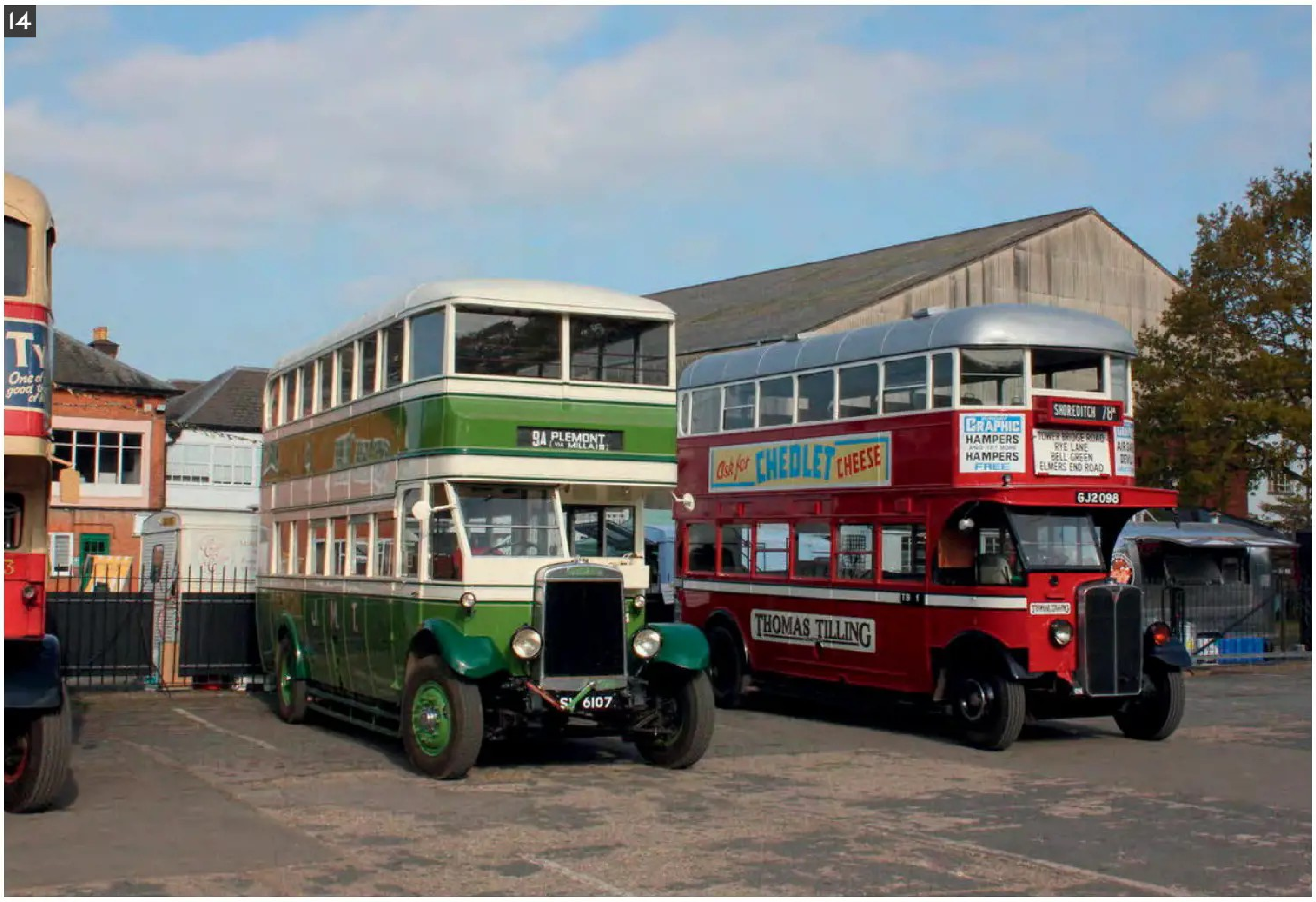
10 Restored upper-saloon to the rear.
RHS



11 Restored lower-saloon looking forwards
RHS

12 Signwriter Stuart Betts at work.
RHS

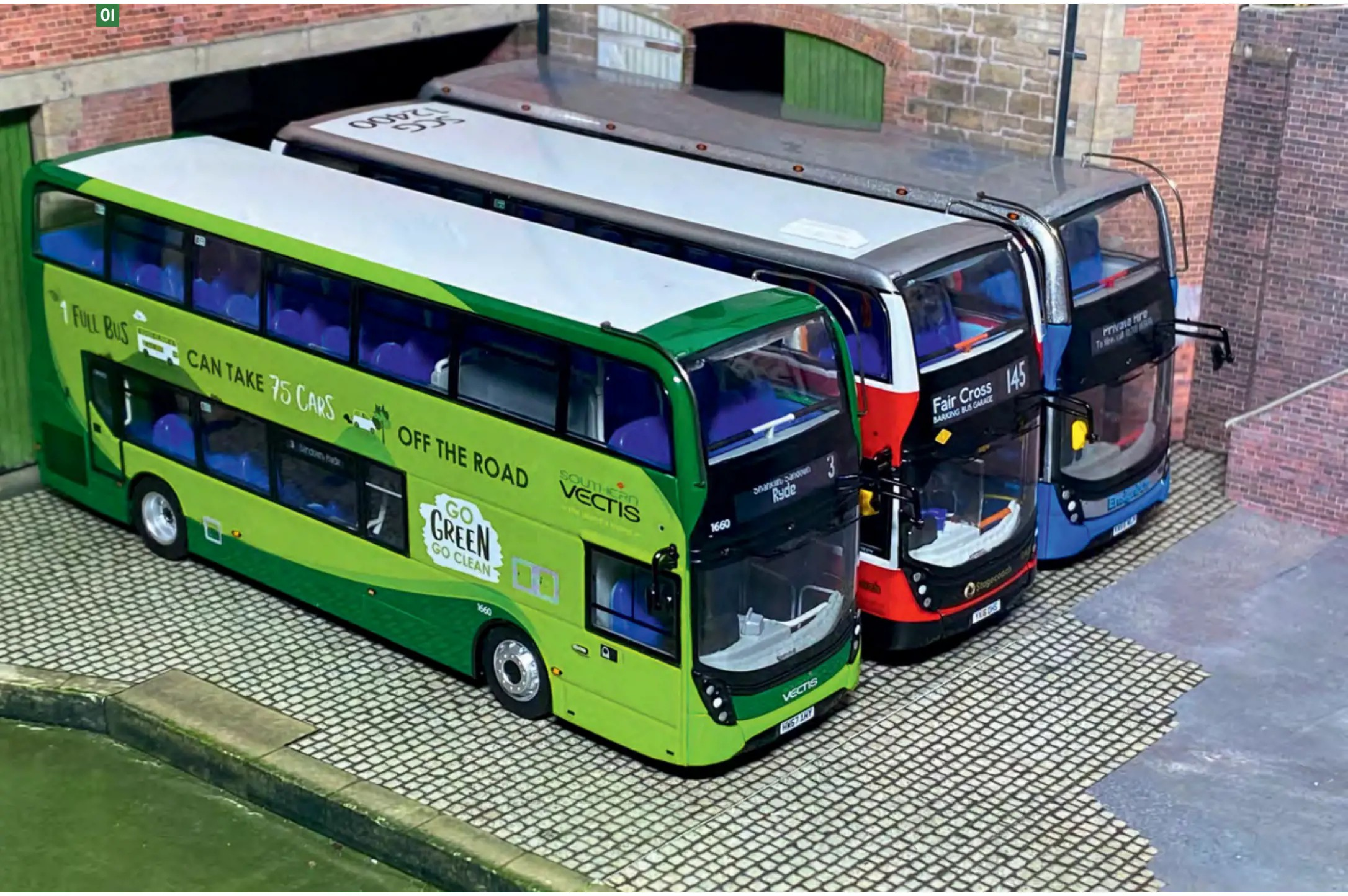
13 The restoration team from the left: Saul, Ian and Ted.
RHS


9A PLEMONT
SHOREDITCH 78
Ask for CHEDLET CHEESE
THOMAS TILLING
6J2098

14 Two iconic vehicles both designed by John Rackham: the Leyland TDI and the AEC Regent, respectively represented here by 1929 Jersey Motor Transport No 24 and 1930 Tilling 6098 (later ST 922). Rackham designed the revolutionary TDI in 1927. He was poached by the London Underground group to be Chief Designer at AEC and produced the first Regent in 1929.
RHS

LEYLAND
Leyland Titan
TITAN
SV 6107

15 At the 1925 HCVS Brighton run, Jersey Motor Transport 24 was awarded four trophies, seen here with proud owner Robin Helliar-Symondson Brighton Madeira Drive.



01 Fine models compared: the differing lengths show, as does the mis-match of colour between print and paint on Southern Vectis 1660.

Enviro400MMC

JOHN G. LIDSTONE examines three 1:76 ADL Enviro400MMC models by Northcord.

The Alexander Dennis Enviro400MMC was launched in 2014 and is undeniably one of the best-looking double-decker designs in the world today.

In 2018, the Enviro400MMC model became the first new UK-based tooling by the revamped Northcord Model Co, after ending its association with Creative Master.

Four variations of Enviro400MMC have been produced:
10.3m Enviro400MMC/hybrid Enviro400H MMC single-door
10.3m Enviro400MMC/hybrid Enviro400H MMC dual-door
10.5m Enviro400MMC single-door
10.9m Enviro400MMC single-door

The Enviro400MMC remains on release in 2025 and it's great to have such fine models of this popular contemporary bus offered by Northcord. Typically, with Hong Kong originated models, the overall look and feel is spot on.

These models are toward the top end of the 1/76th scale price bracket at an RRP of c£65, but the models repay that price with delightful detailing and accuracy.

All-important aspects like the curves and recesses of the front dash, as well as the shape of the upper--deck front window with its accompanying tree deflector bars are captured very accurately and look just right.

Side glazing detail also looks just right, capturing the look of the bonded glazing just as it should be. Some detailing, such as offside emergency door edgings, are necessarily printed, but not in a way to detract at all. Side engine bay grilles are very well represented, too, looking just right.

Printed detailing is equally good in terms of accuracy, whether it be livery aspects, fleetnames, tiny legal lettering or lettering on glazing.

I particularly like the indicator displays having the look of being 'behind glass', as they should. Fonts are perfect, too, contributing strongly to realism.

At the rear, Northcord has captured the intricate shapes around the corners perfectly, along with the skirt shaping,

All pictures by John G. Lidstone.

intricate grilles and rear light clusters.

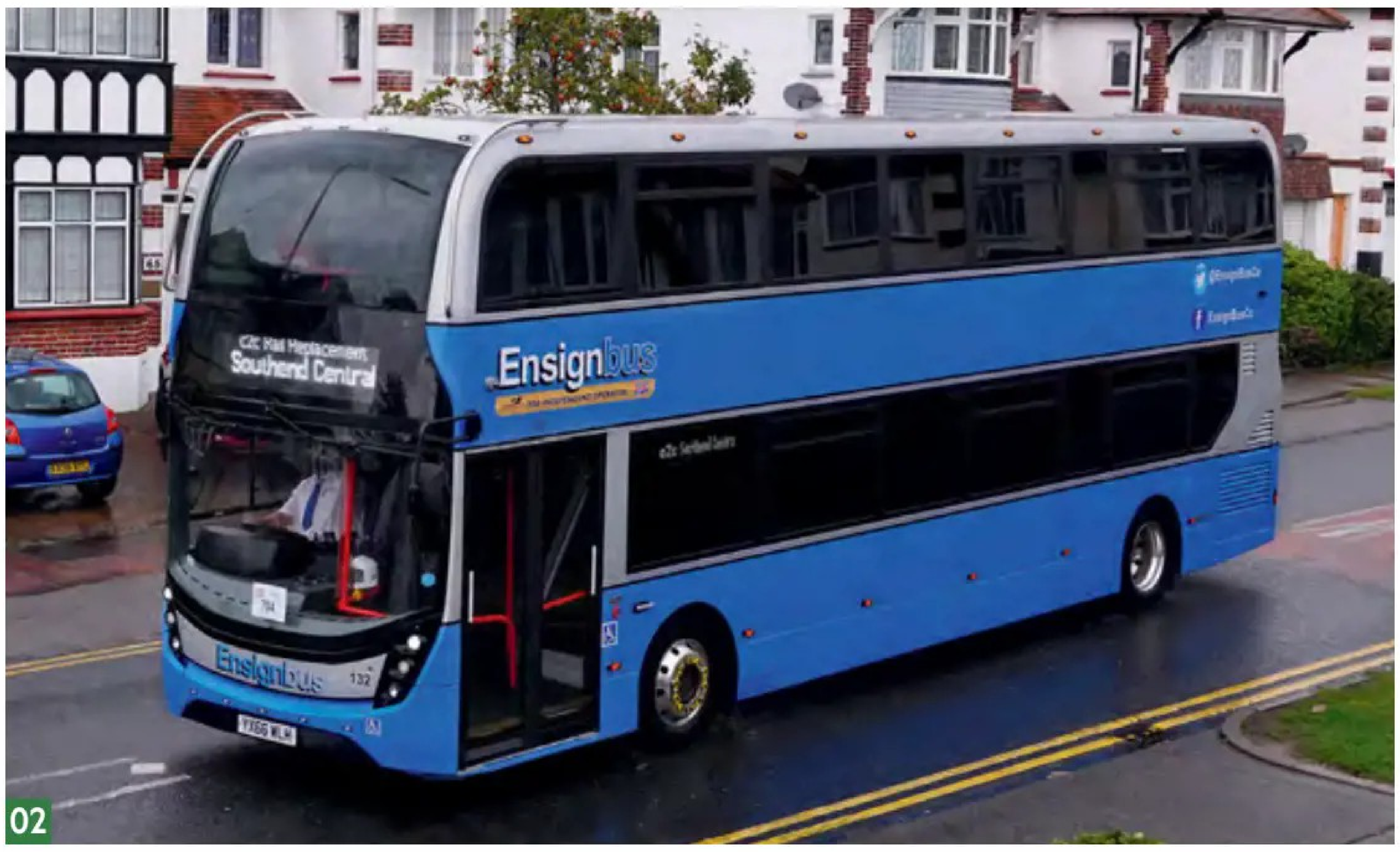
Rearview mirrors are to scale, with the typical 'javelin' style to the nearside, extended forward of the doors area on twin arms. Wheel detailing is excellent. Recesses for fuel filler and AdBlue are cast, realistically edged and look just right.

Interiors of models such as these really raised the bar some years ago when they first appeared in terms of accuracy. For example, accurate stanchions even with moulded bell pushes on them. Seats have shaping to them, as well and cab area detailing is also pleasing. Maybe now it's time to represent seats with matt finish to better represent luxury moquette trim?

Livery finish is very crisp, although some printed areas lack the gloss of the base coat and on Southern Vectis 1660, the printed livery green does not match the painted green.

Northcord models have a nice aspect to their display boxes. Models are secured by simple push-in pegs, rather than fiddly small screws, so, if you wish to remove your model and then put it back again, it's very easy to do. The case top and base are still held together with circular clear 'Sellotape'-style stickers though: surely this could be improved upon?

The nigh-on perfect representation of the real thing by Northcord means I have no qualms in recommending these models. Due to the number of models released, I've omitted a tabular listing, as that would have taken away two images from you. Available models can easily be found on suppliers' website pages.


02

03

Here, I contrast three models:			
UKBUS0063	Ensignbus	132 (YX66 WLH)	single-door
UKBUS6512	Southern Vectis	1660 (HW67 AHY)	single-door
UKBUS6539	Stagecoach East London	12400 (YX16 OHS)	dual-door

ENSIGNBUS 132

UKBUS0063 features an interesting example of Enviro400MMC production. New in 2017, YX66 WLH is a long-wheelbase 11.5m version new to Go-Goodwins of Eccles for school contract work, wearing a rather racy deep blue livery with very unusually angled swirls of red and white over its sides, with a red rear, set off by brightwork wheels.

Used primarily on schools work, it was unusually fitted throughout with heavily tinted glazing and is festooned with an array of 50 yellow and white LED marker lights around the roof and atop the skirt.

Prior to acquisition by FirstBus, Ensignbus was never a fan of the Enviro400, 132 but this rather exotic high-specification example, with 87-seat capacity, proved stylish and useful for charter and rail replacement work.

The model is very pleasing and, as it was originally a one-off in the (Newman Family) Ensignbus fleet, and an exotic one, s worthy of being modelled.

Unfortunately, it is inaccurate in that the model is to 10.9m scale length, so is missing a London RML-style extra window on each deck.

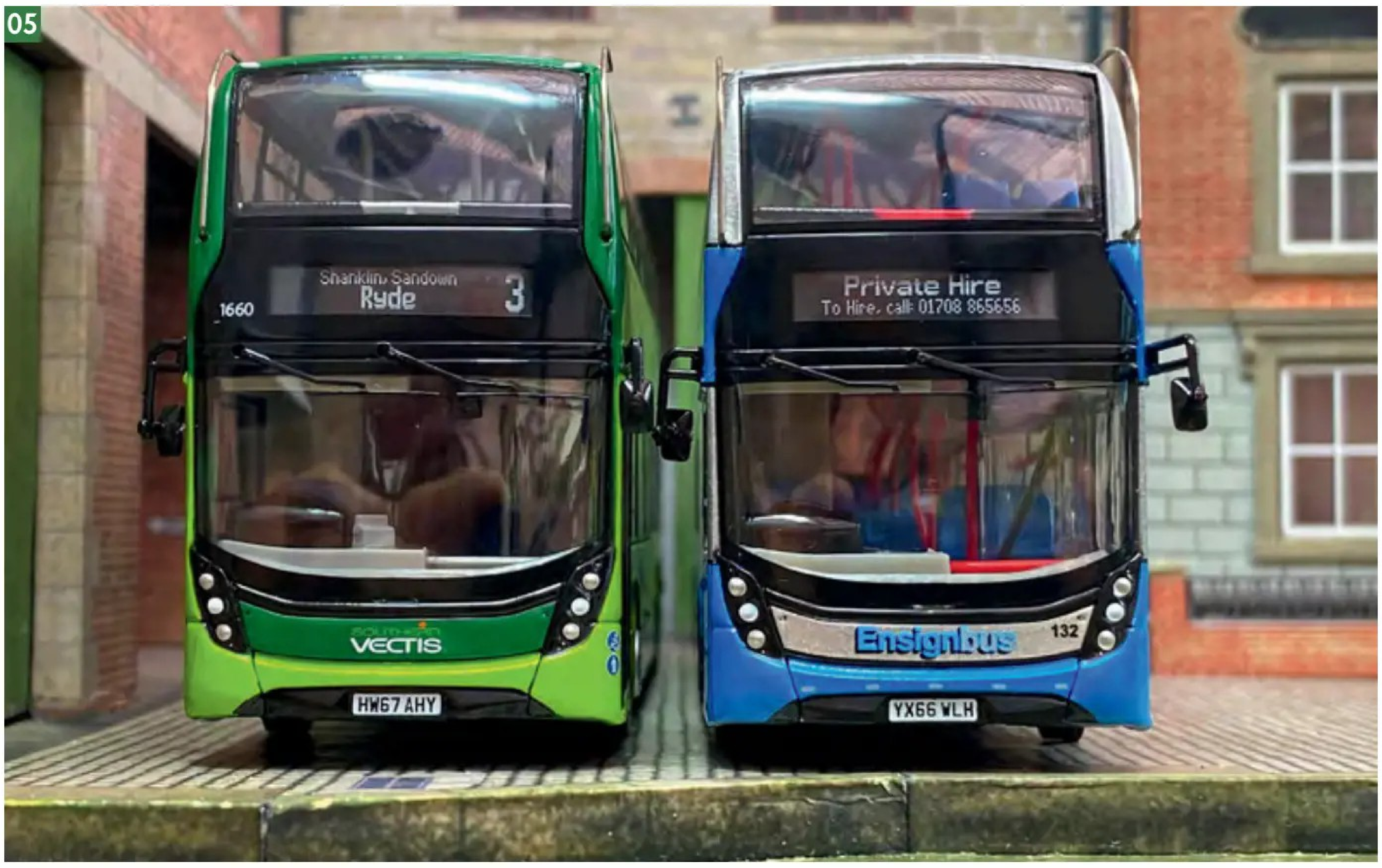
Brightwork wheels stand out on this vehicle, but

02 The real Ensignbus 132 is usually used on charter and rail replacement work, seen here in Leigh-on-Sea soon after acquisition. Note the extra bay, omitted on the model.

03 Model 132 posing with Southern Vectis 1660 beside the canal.

04 The high-backed seats can be seen here. Silver paint on the model takes on a sparkling appearance under artificial lighting.

04



05 Superbly realistic front ends.

Fleetnames are perfectly captured, complete with the orange i-dot over the 'i' in 'Vectis'. No1660 features in-house 'go green go clean' lettering in a mix of character sizes, again perfectly captured.

the model represents them in typical 'grot silver' dull aluminium finish. Detail is good.

It's a pity the tinted glazing is not represented, as this makes the model look quite different from the real 132 in this respect, as the windows appear almost black by day. On the plus side, the high-backed seating is represented, in pale blue, whereas in reality, this has grey-edged seats with what is oft-described as deep blue 'puffer jacket' centres.

That said, the Ensignbus fleetnames and the UK Bus 'Top Independent Operator' yellow banners beneath are delightfully captured, as is the Facebook and Twitter lettering toward the rear of the upper deck on each side as well as private hire promotional lettering on the rear.

SOUTHERN VECTIS 1660

UKBUS6512 features Southern Vectis Enviro400MMC 1660 (HW67 AHY), bought new and still operated on the Isle of Wight and is to the correct length.

The wavy two-tone green livery suits the Enviro400MMC well and is well represented, although the upper light green trim curve does not touch onto the glazing mounts as on the real thing.

Fleetnames are perfectly captured, complete with the orange i-dot over the 'i' in 'Vectis'. No1660 features in-house 'go green go clean' lettering in a mix of character sizes, again perfectly captured. The rear 'go green go clean' pictorial again is perfect, along with red/white USB lettering on the upper deck rear window, above the full rear LED indicator display, above which is another fleetname unusually — all excellent.

This vehicle features standard twin tree deflector bars, one to each side of the upper deck, but it also features a horizontal deflector bar above the front window, which (reasonably enough perhaps) is not modelled.

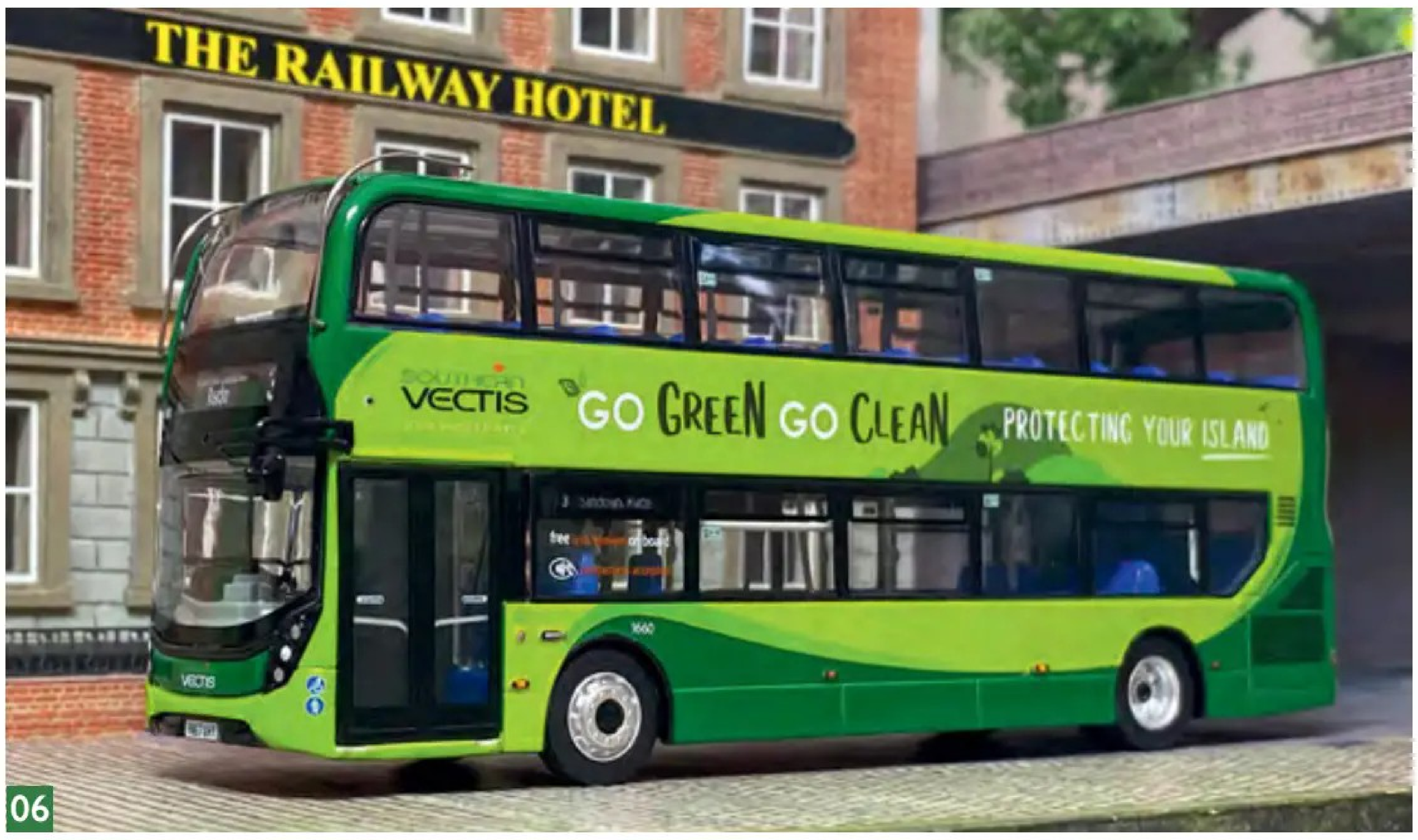
Standard silver aluminium-painted 'grot' wheels with black hubs are accurate on this model.

Interior rails are in correct light grey, along with stairwell and cab area, with seating correctly in blue (and to lower height than Ensignbus 132 correctly), but with a shiny finish (these vehicles having luxury soft moquette fabric and not the implied eLeather).

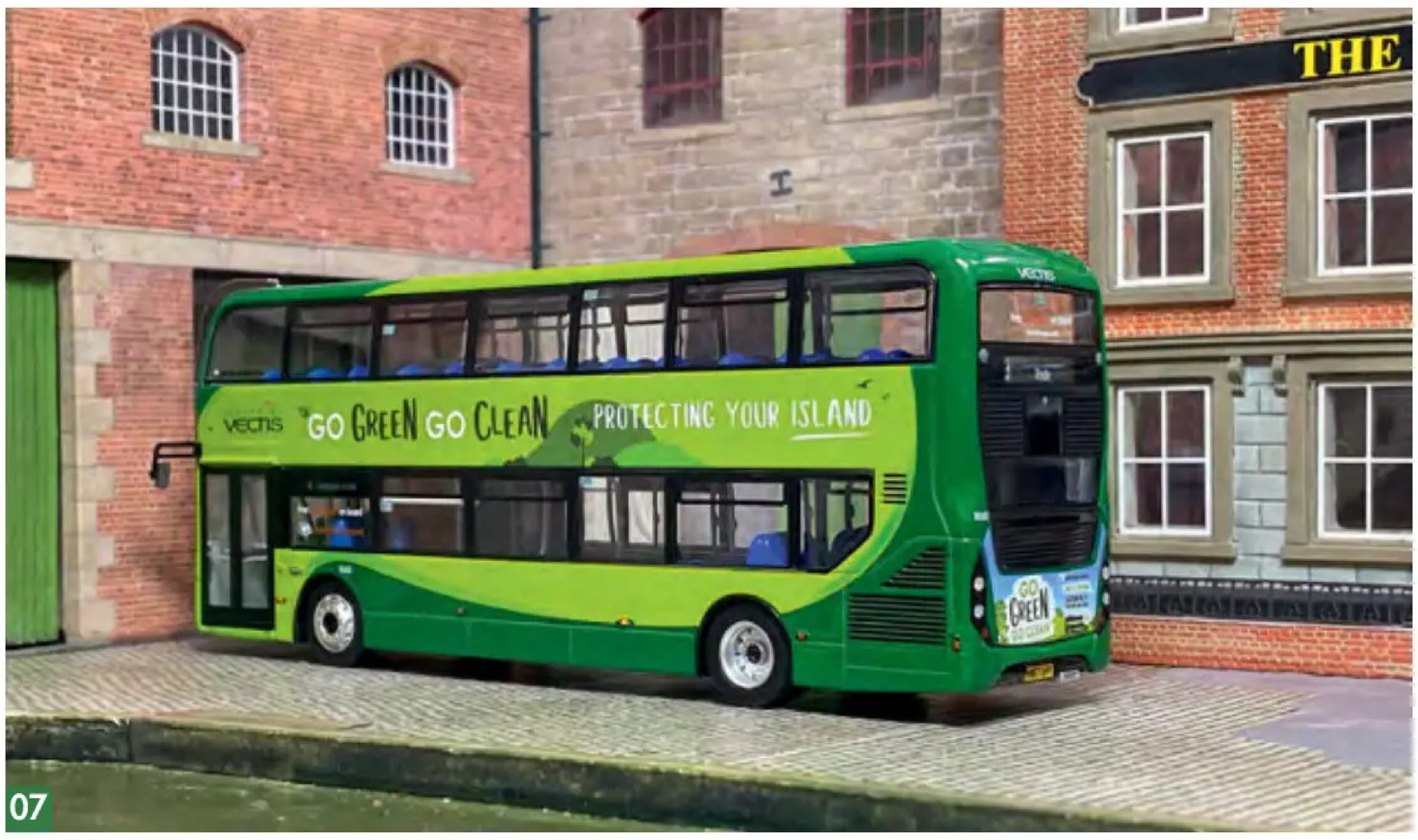
Overall, a very good representation indeed of 1660.

STAGECOACH EAST LONDON 12400

UKBUS 6539 superbly represents contemporary Stagecoach East London Enviro400H 12400 (YX16 OHS), as repainted from dreary standard all=over red into heritage-style red, white and black with silver roof (similar to that applied to AEC Routemasters RM1933 and RM2116), to mark the centenary of Barking Garage in



06 Looking just like the real thing on delivery. Printed lettering is spot on.



07 The rear aspect is superbly accurate also, as can be seen here.

March 2024 and very well it looks too.

No 12400 is to 10.4m length and therefore, strictly speaking, is a fraction longer than its modelled 10.3m length. Although the centre doors detract from the lines of the real thing, in model form, this extra detail adds a lot to the model.

This is, on balance, the best of the trio I'm reviewing here, as it is superbly accurate and looks very striking indeed, even having the roof identifying number SCG 12400 toward the rear.

Intricate gold 'East London Ambassador' lettering is perfect, but notably, the black-edged gold LT roundels are omitted on each side – I guess perhaps a licensing issue. but how silly is that in terms of this model?

Power blinds feature on this bus, a rare feature these days, when only London has a large number of buses still using linen-style paper roller blind displays. In perfect font, they look exceptionally fine. As with each of these models, front and rear registration plates are to correct size and font style.

Interior strikingly features standard Stagecoach orange stanchions and the seats, to correct lower height, are the right base colour, again glossy although in reality fitted with luxury moquette.

This bus only has a tree deflector bar on its nearside and the offside bar is correctly omitted. Rear view mirror casings are correctly yellow, mounted on black support arms.

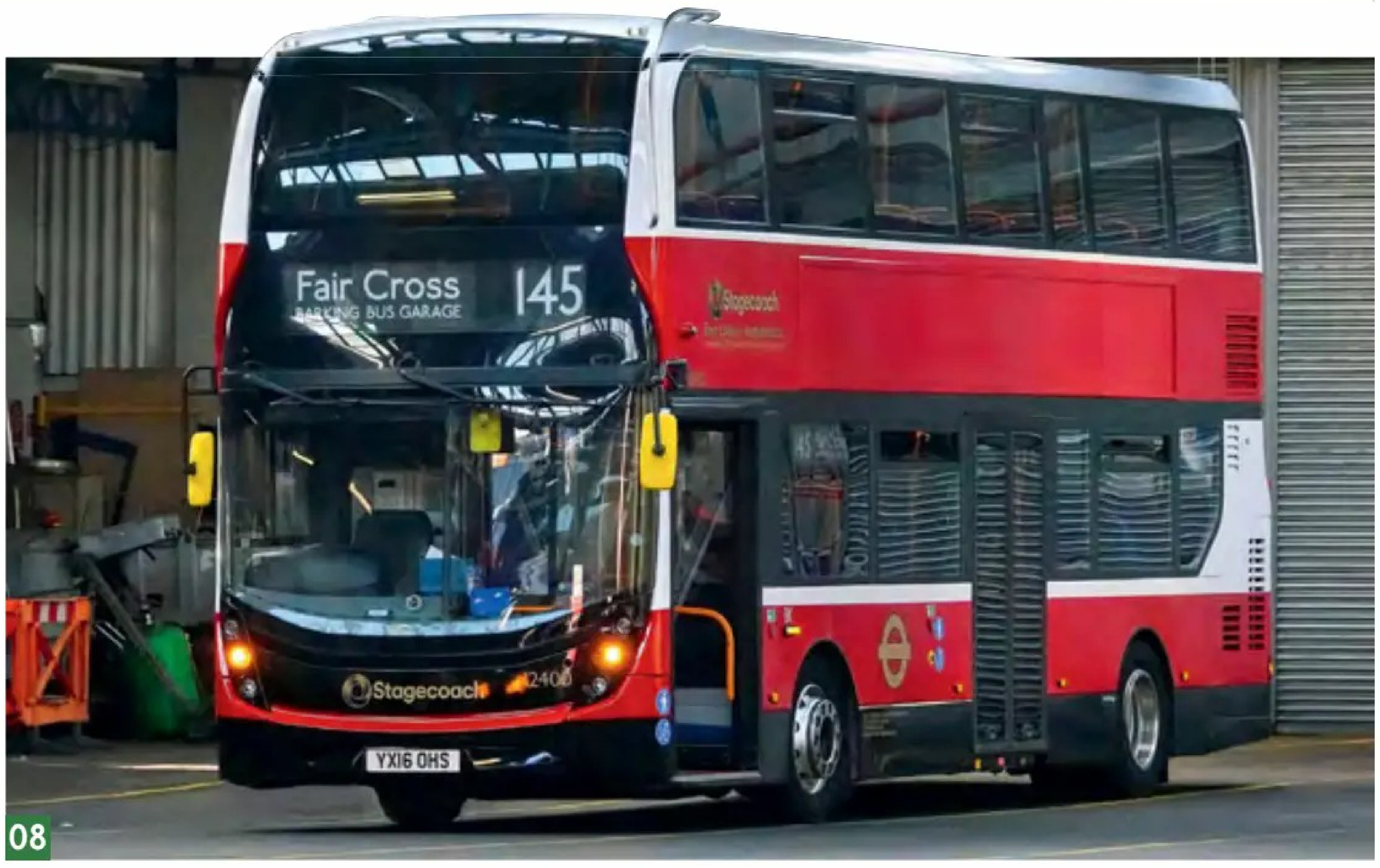
No 12400 has front wheelnut rings and rear wheel rim trims, but these do not feature, although the wheels look well enough without.

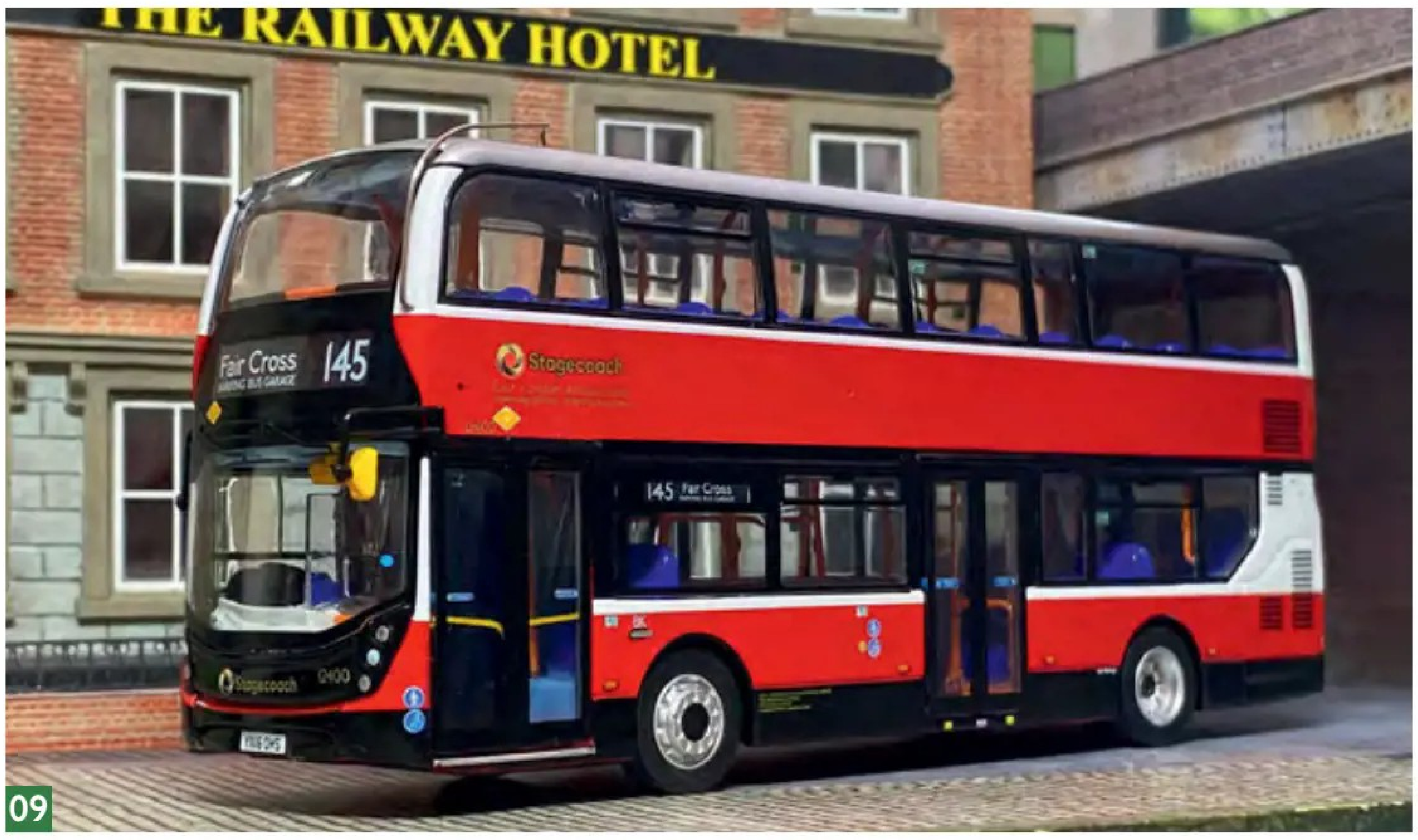
Only the lack of gold roundels, a special aspect of 12400, being missing detract slightly from this fabulous model, taking away the otherwise superb realism of it.

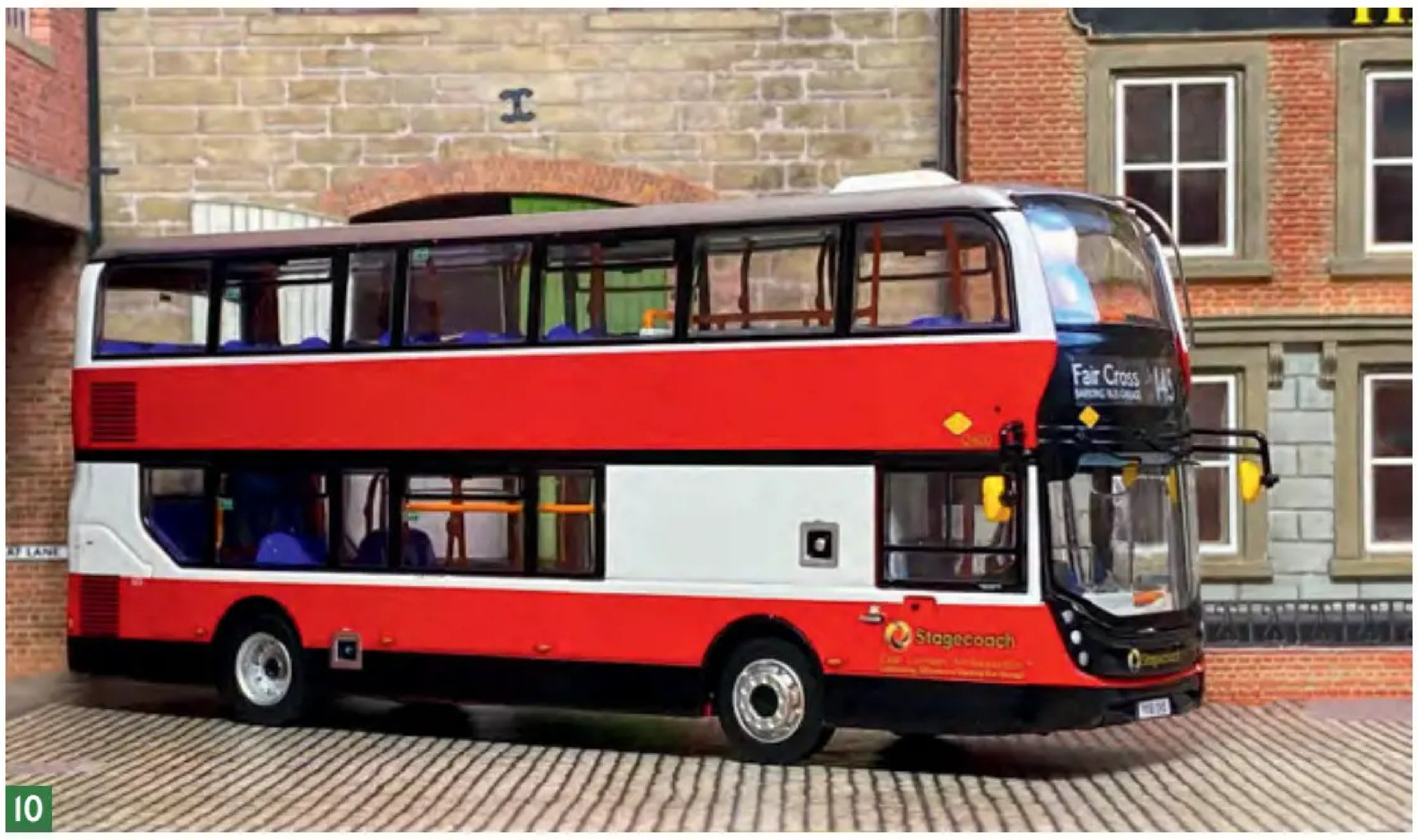
Northcord has done a superb job with this casting, which will be able to run and run, with so many livery possibilities. It's great to have such fine models available of perhaps the best-looking double-deckers on our streets today, a credit to the aesthetically superior design of this leading double-decker type by ADL.

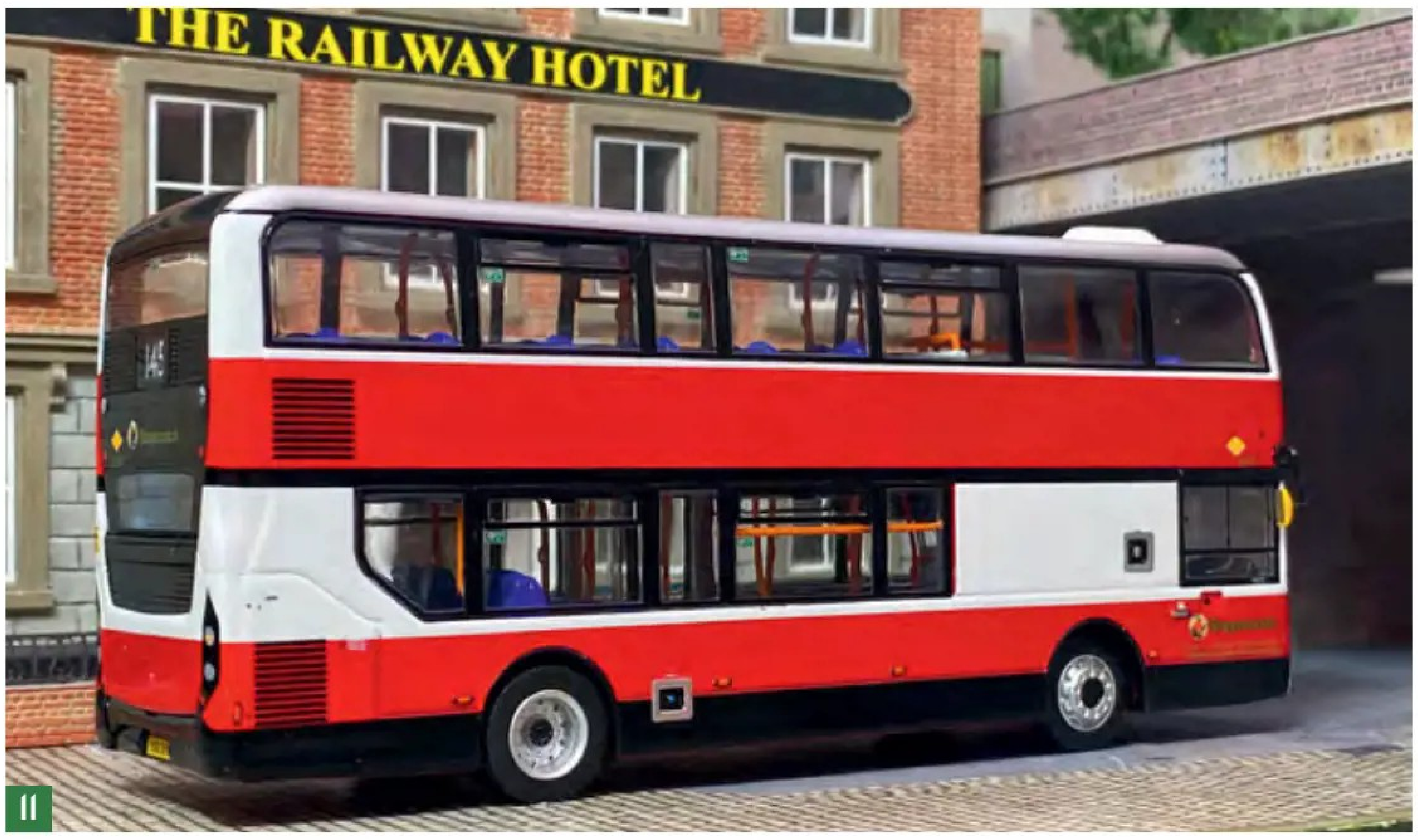
It would be very nice to have the Enviro400 City added to the rang. maybe in future perhaps. Announced as in development in 2020, in 2024 it was further announced tooling development had been stopped.

With grateful thanks to Ross Newman, for most kindly offering me a model of 132 (a personal favourite in his former fleet!), which I've featured here.









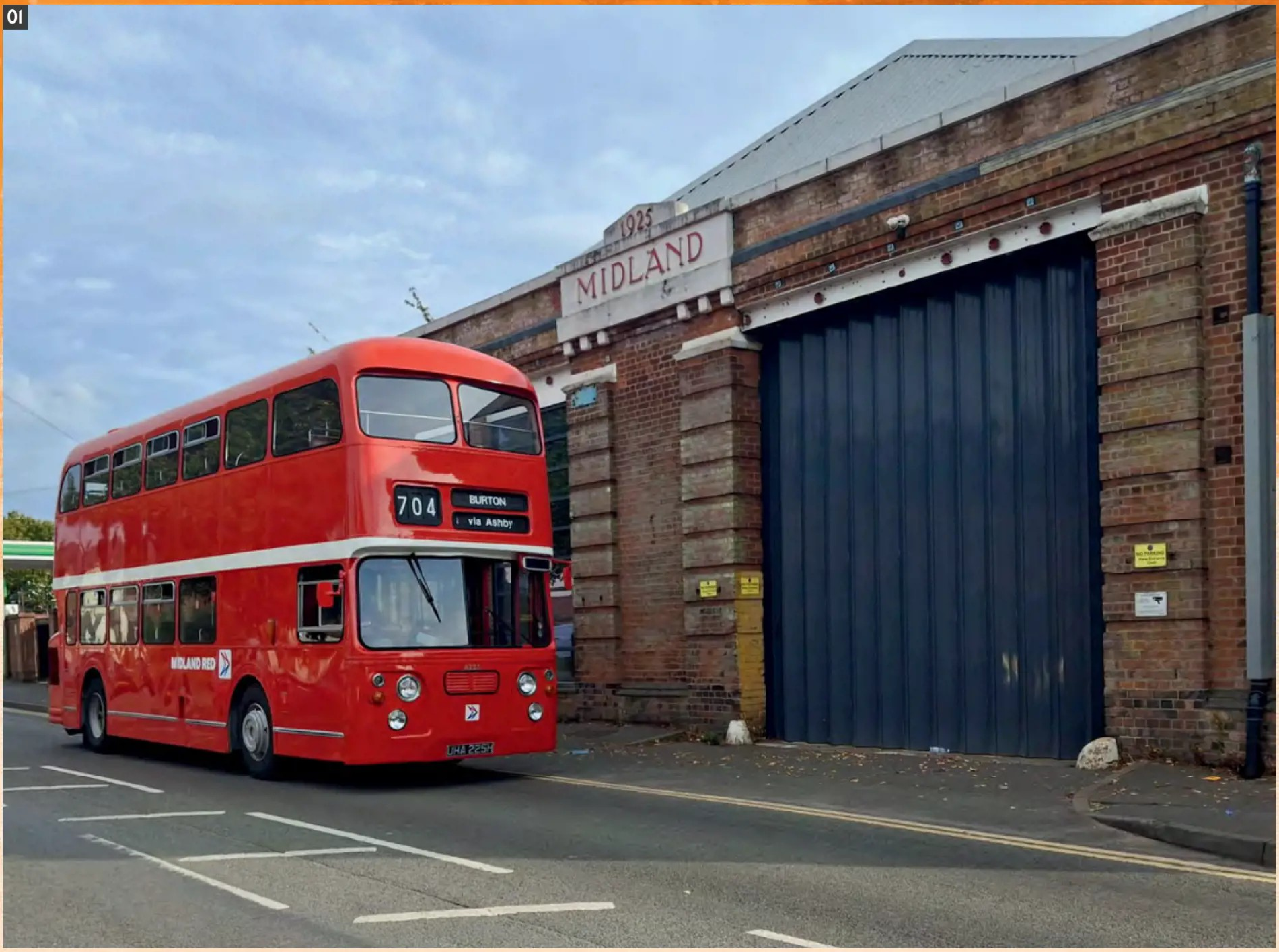
08 Launch day for the real Stagecoach 12400, here inside Barking Garage, where I first saw legions of RTs (with DMSs) in 1978.

09 Model 12400 'Ambassador' and door lettering is a delight and it's good rear-view mirrors have correct yellow casings.

10 The lack of gold roundels detracts from realism on an otherwise exceptional model.

11 Being an Enviro400H, the different rear cooling grilles are printed rather than cast as on the other two models. The blue AdBlue cap is a nice touch as are break-glass notices on glazing.

01



Midland rarities

A Midland Red centenary celebration reveals shockingly low survival numbers and a good use for £2.5m? Plus an off-beat tribute to United Automobile includes a bus in the air. **NICK LARKIN** reports.

I was delighted that despite a work commitment I managed to get to the latter part of the excellent Leicester Transport Heritage Trust celebrations marking 100 years of the former Midland Red Coalville garage.

These took place at the Snibston Colliery Park, along the road from the building, vacated by Arriva in 2011 and latterly used for car storage.

A fantastic selection of preserved Midland Red vehicles were present, many giving rides.

A vehicle definitely under restoration was Steve Foxon's 1985 former Midland Fox Cub Rootes-bodied Ford Transit, C516 TJF. Great to see this example of an important piece of local transport history.

Thanks so much to Stephen Riley for treating me to a quick run out in his fine 1969 Alexander-bodied Daimler Fleetline, UHA 225H. so we could photograph the bus outside the depot.

I hadn't been on one of these Daimlers for 40 years, since I worked in Swadlincote and several arrived to end their days at the town's Midland Red depot. Ah the red vinyl seats and pink ceilings apparently to hide the staining from cigarette smokers. Just as I remembered these vehicles.

So why the shock? Well the brilliant commemorative event programme revealed that only two of the Transits exist from 177 entering service. The Fleetline tally is even worse, with just a pair left from 302.

The third surprise was that the depot is for sale and I could own it, according to agents Andrew & Ashwell (andash.co.uk).

What a fantastic place this would be to display the LTHT collection and other local transport nostalgia.

The only slight glitch in the deal is the £2.5m asking price, but I've asked them to invoice me!

01 Midland Red Daimler Fleetline, seen outside the depot, is one of just two survivors from 302 operated. **NICK LARKIN**

02 Front cover of brochure no caption needed.

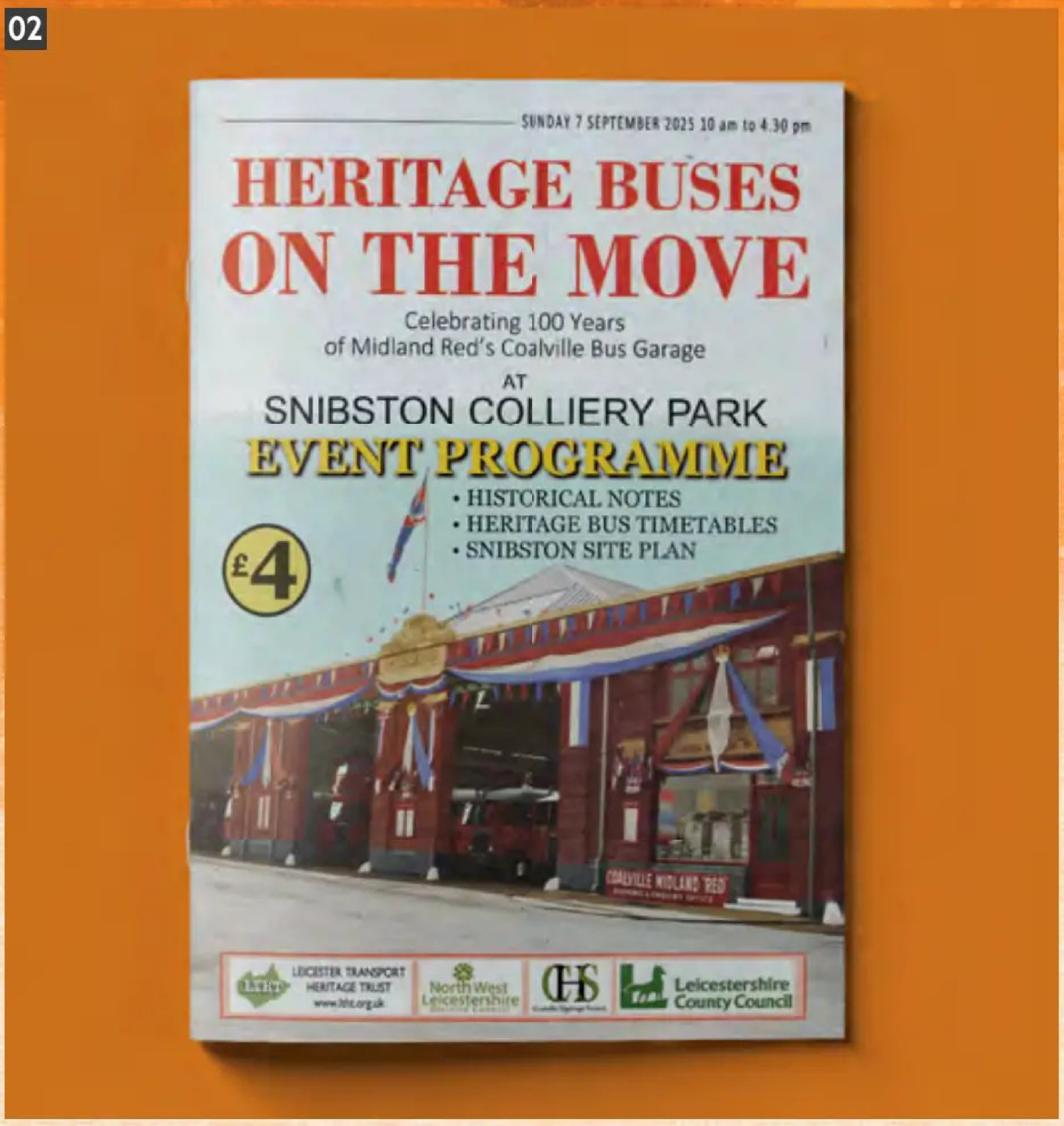
03 Great that Arriva supported the event, though with a slight rewriting of history.

04 Another rarity. One of just two 'Fox Cub' Ford Transits left. **NICK LARKIN**

05 Colville garage

06 Big variety of bus types once operating from Coalville.

02



SUNDAY 7 SEPTEMBER 2025 10 am to 4.30 pm

HERITAGE BUSES ON THE MOVE

Celebrating 100 Years
of Midland Red's Coalville Bus Garage

AT

SNIBSTON COLLIERY PARK

EVENT PROGRAMME

- HISTORICAL NOTES
- HERITAGE BUS TIMETABLES
- SNIBSTON SITE PLAN

£4

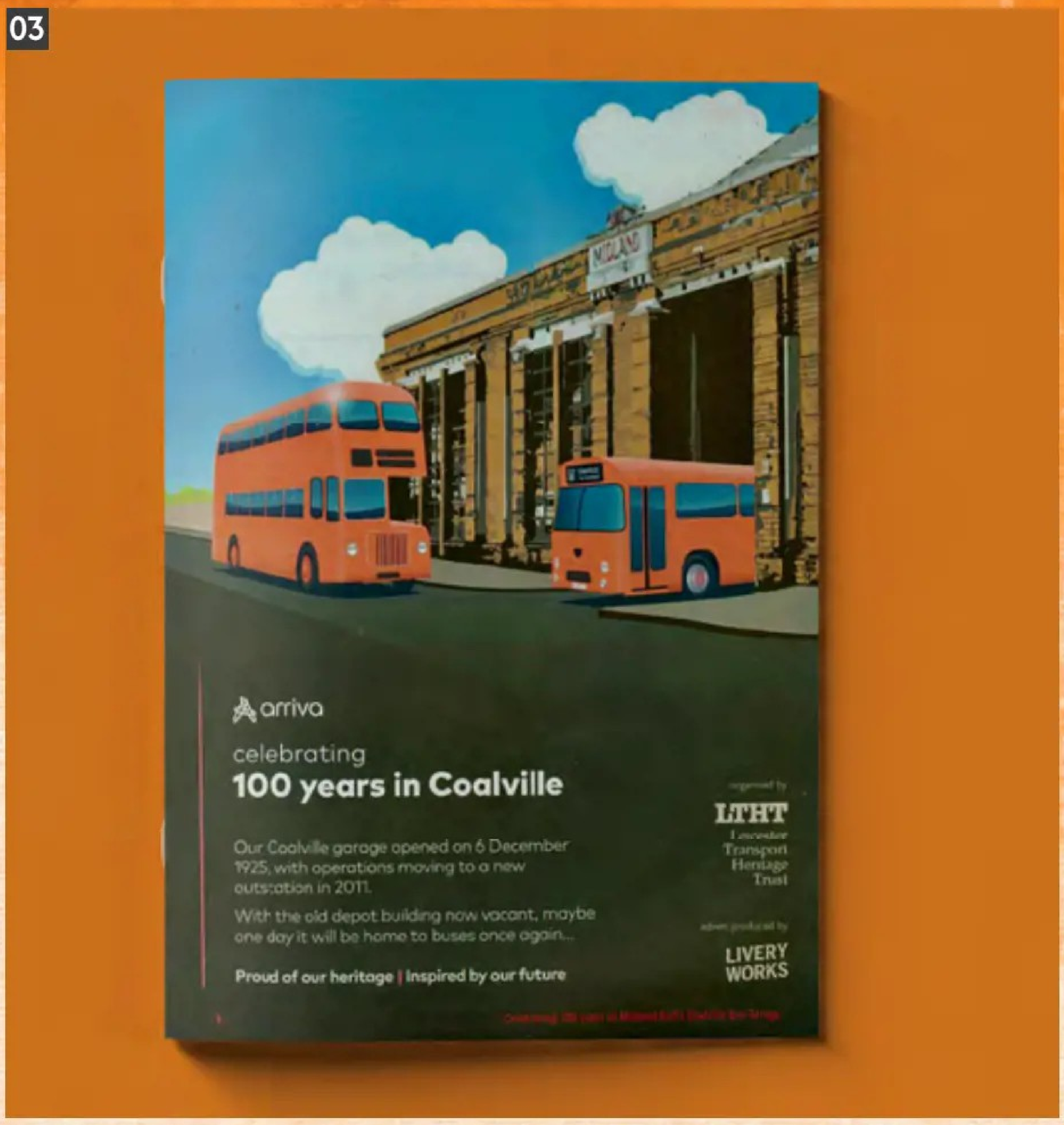
LEICESTER TRANSPORT HERITAGE TRUST
www.ltht.org.uk

North West Leicestershire

Leicestershire County Council

COALVILLE MIDLAND 'RED'

03



arriva

celebrating
100 years in Coalville

Our Coalville garage opened on 6 December 1925, with operations moving to a new outstation in 2011.

With the old depot building now vacant, maybe one day it will be home to buses once again...

Proud of our heritage | Inspired by our future

LTHT
Leicester Transport Heritage Trust

LIVERY WORKS

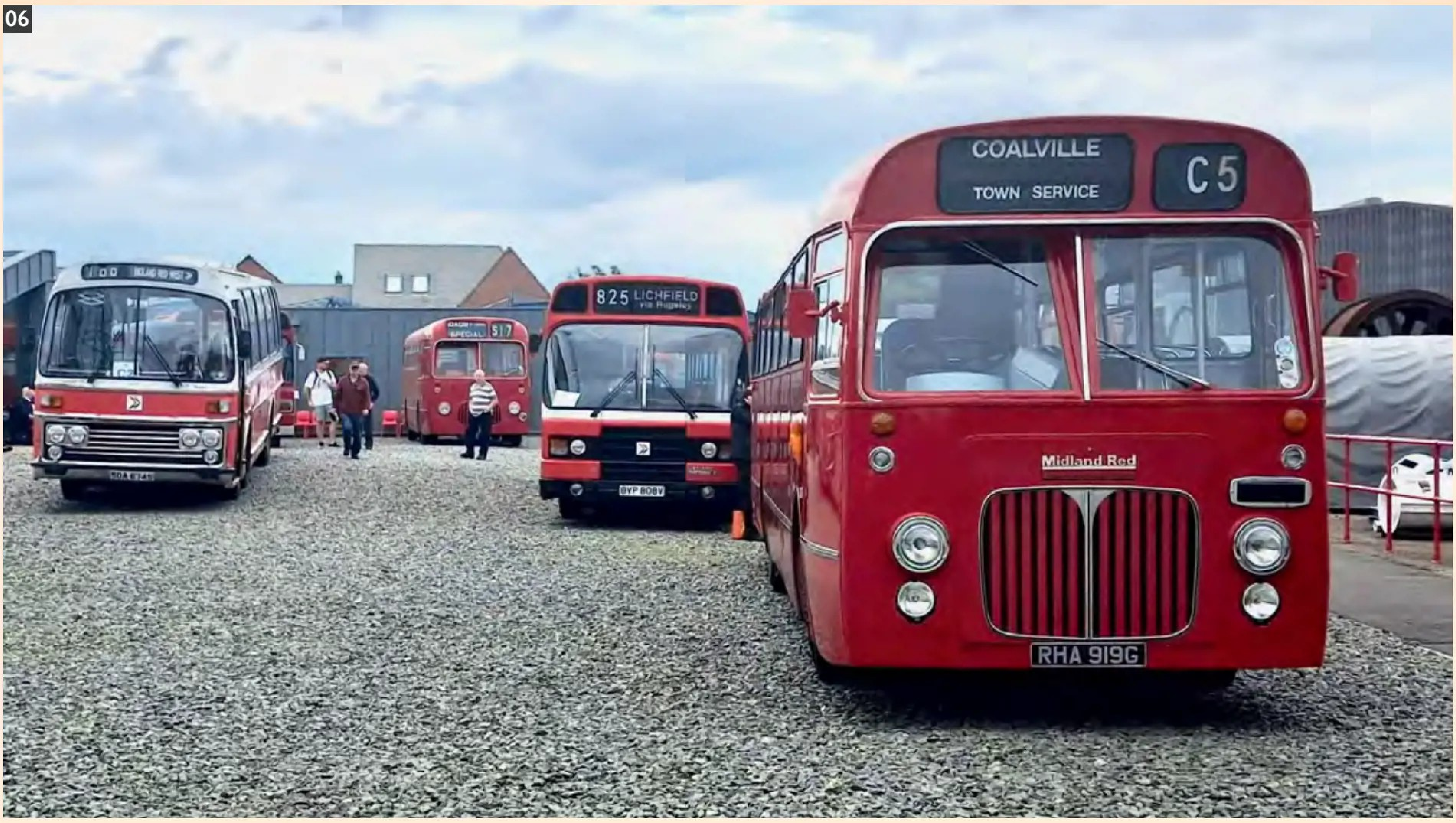
04

05

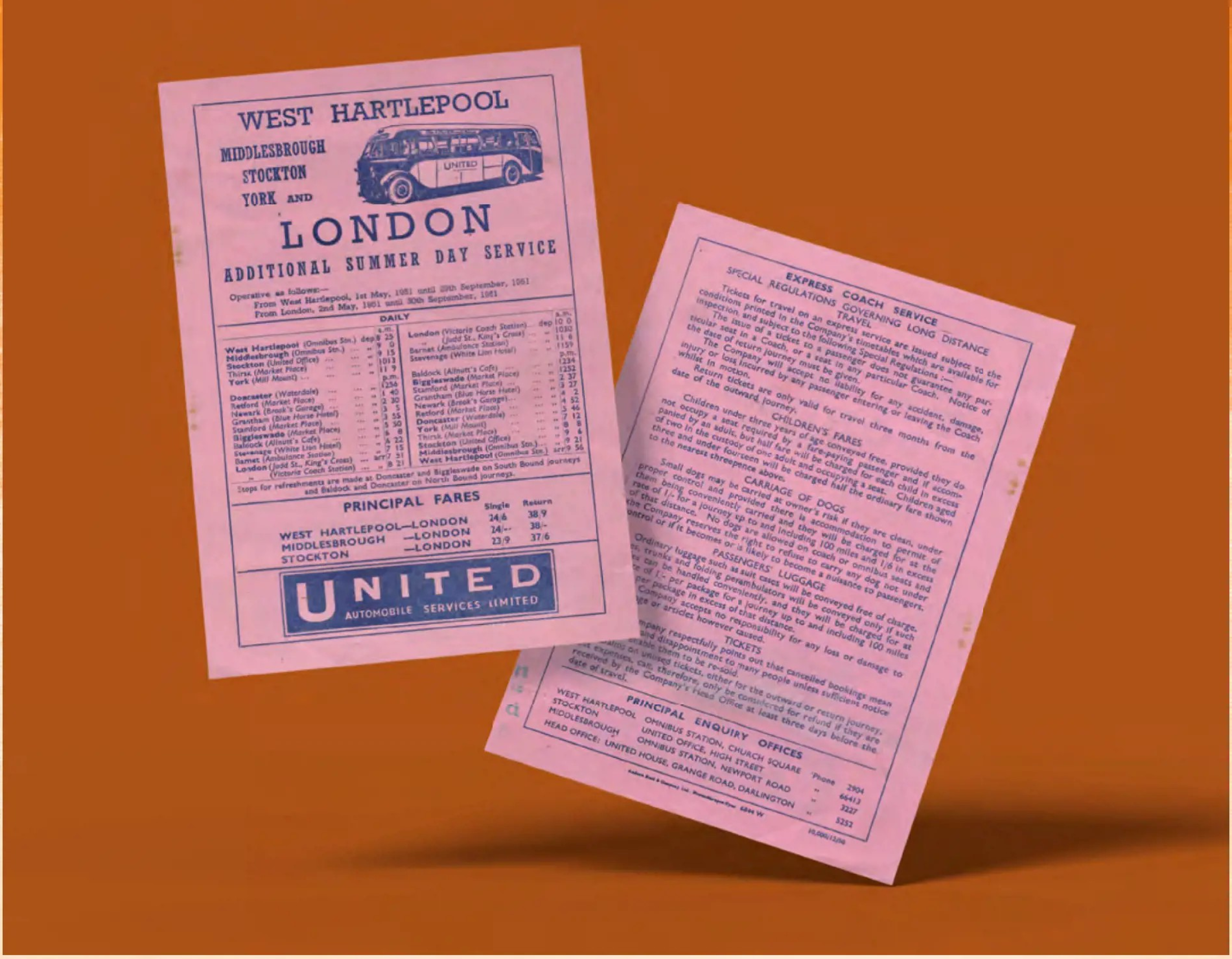
THE BIRMINGHAM AND
MIDLAND
MOTOR OMNIBUS Co LTD

05

06


COALVILLE
TOWN SERVICE
C5
Midland Red
RHA 919G
825 LICHFIELD
SPECIAL
517

Another world of travel. United timetable from 1951.



WEST HARTLEPOOL
MIDDLESBROUGH
STOCKTON
YORK AND
LONDON
ADDITIONAL SUMMER DAY SERVICE

Operative as follows:—
From West Hartlepool, 1st May, 1951 until 29th September, 1951
From London, 2nd May, 1951 until 30th September, 1951

DAILY

		a.m.
West Hartlepool (Omnibus Stn.)	dep	8 25
Middlesbrough (Omnibus Stn.)	"	9 0
Stockton (United Office)	"	9 15
Thirsk (Market Place)	"	1013
York (Mill Mount)	"	11 9
		p.m.
Doncaster (Waterdale)	"	1256
Retford (Market Place)	"	1 40
Newark (Brook's Garage)	"	2 30
Grantham (Blue Horse Hotel)	"	3 5
Stamford (Market Place)	"	3 55
Biggleswade (Market Place)	"	5 50
Baldock (Allnutt's Cafe)	"	6 8
Stevenage (White Lion Hotel)	"	6 22
Barnet (Ambulance Station)	"	7 15
London (Judd St., King's Cross)	arr	7 51
" (Victoria Coach Station)	"	8 21

		a.m.
London (Victoria Coach Station)	dep	10 0
" (Judd St., King's Cross)	"	1030
Barnet (Ambulance Station)	"	11 6
Stevenage (White Lion Hotel)	"	1159
		p.m.
Baldock (Allnutt's Cafe)	"	1234
Biggleswade (Market Place)	"	1252
Stamford (Market Place)	"	2 37
Grantham (Blue Horse Hotel)	"	3 27
Newark (Brook's Garage)	"	4 2
Retford (Market Place)	"	4 52
Doncaster (Waterdale)	"	5 46
York (Mill Mount)	"	7 12
Thirsk (Market Place)	"	8 8
Stockton (United Office)	"	9 6
Middlesbrough (Omnibus Stn.)	"	9 21
West Hartlepool (Omnibus Stn.)	arr	9 56

Stops for refreshments are made at Doncaster and Biggleswade on South Bound journeys and Baldock and Doncaster on North Bound journeys.

PRINCIPAL FARES

	Single	Return
WEST HARTLEPOOL—LONDON	24/6	38/9
MIDDLESBROUGH —LONDON	24/-	38/-
STOCKTON —LONDON	23/9	37/6

UNITED
AUTOMOBILE SERVICES LIMITED

EXPRESS COACH SERVICE
SPECIAL REGULATIONS GOVERNING LONG DISTANCE TRAVEL

Tickets for travel on an express service are issued subject to the conditions printed in the Company's timetables which are available for inspection, and subject to the following Special Regulations:—

The issue of a ticket to a passenger does not guarantee any particular seat in a Coach, or a seat in any particular Coach. Notice of the date of return journey must be given.

The Company will accept no liability for any accident, damage, injury or loss incurred by any passenger entering or leaving the Coach whilst in motion.

Return tickets are only valid for travel three months from the date of the outward journey.

CHILDREN'S FARES

Children under three years of age conveyed free, provided they do not occupy a seat required by a fare-paying passenger and if accompanied by an adult, but half fare will be charged for each child in excess of two in the custody of one adult and occupying a seat. Children aged three and under fourteen will be charged half the ordinary fare shown to the nearest threepence above.

CARRIAGE OF DOGS

Small dogs may be carried at owner's risk if they are clean, under proper control and provided there is accommodation to permit of them being conveniently carried and they will be charged for at the rate of 1/- for a journey up to and including 100 miles and 1/6 in excess of that distance. No dogs are allowed on coach or omnibus seats and the Company reserves the right to refuse to carry any dog not under control or if it becomes or is likely to become a nuisance to passengers.

PASSENGERS' LUGGAGE

Ordinary luggage such as suit cases will be conveyed free of charge.
es, trunks and folding perambulators will be conveyed only if such
es can be handled conveniently, and they will be charged for at
e of 1/- per package for a journey up to and including 100 miles
per package in excess of that distance.
Company accepts no responsibility for any loss or damage to
ge or articles however caused.

TICKETS

mpany respectfully points out that cancelled bookings mean
and disappointment to many people unless sufficient notice
enable them to be re-sold.
ations on unused tickets, either for the outward or return journey,
expenses, can, therefore, only be considered for refund if they are
received by the Company's Head Office at least three days before the
date of travel.

PRINCIPAL ENQUIRY OFFICES

WEST HARTLEPOOL	OMNIBUS STATION, CHURCH SQUARE	'Phone	2904
STOCKTON	UNITED OFFICE, HIGH STREET	"	66413
MIDDLESBROUGH	OMNIBUS STATION, NEWPORT ROAD	"	3227
HEAD OFFICE: UNITED HOUSE, GRANGE ROAD, DARLINGTON		"	5252

United nostalgia

Our recent items featuring Arriva Tees and its Temsa Avenues have sparked pining for predecessor United Automobile Services, dating back to 1912, but mercilessly axed in a torrent of turquoise paint and rebranding from 1997. Enjoy this tribute!

Firstly we have a fascinating timetable from 1951, for United's service from West Hartlepool to London.

This must have been a 12-hour feat of endurance, almost the equivalent of today's long-haul flights though these tend not to touch down in Doncaster.

Our picture shows CHN 110, a 1936 Brush-bodied Leyland TS7 taking a break in front of the then town's legendary Chambers Café in Waterdale.

Imagine the relief of passengers disgorged into the South Yorkshire atmosphere after four hours or so listening to the glorious engine sounds this coach would have made, but possibly you could have too much of even this good thing. There was probably just time to bolt down an egg sandwich and a cup of industrial strength tea before dashing back to the coach.

Surprisingly little information is readily available on Waterdale, where hundreds of travellers were served daily.

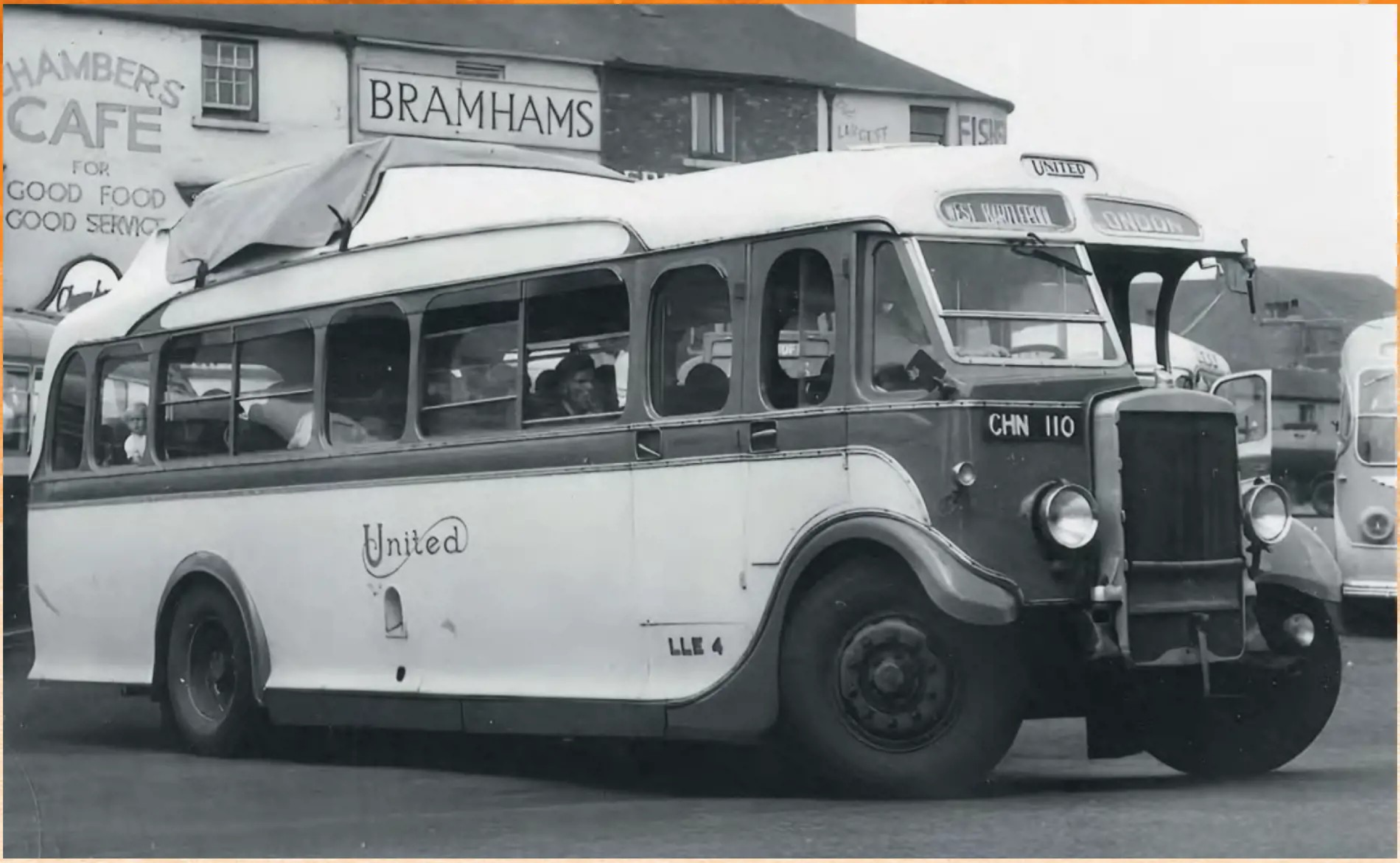
They must have got quick service down to an art form but it would be great to know what was on the menu, how long a stop you tended to get and whether operators received payment from the various eateries. When did the arrangement end?

Looking at our timetable, imagine how you'd feel at the end of the 12hr trip, whether arriving in the bright lights of London or a blustery West Hartlepool. Probably wishing you'd taken the train. Still the adult single fare was a mere 24/6d (£1.22).

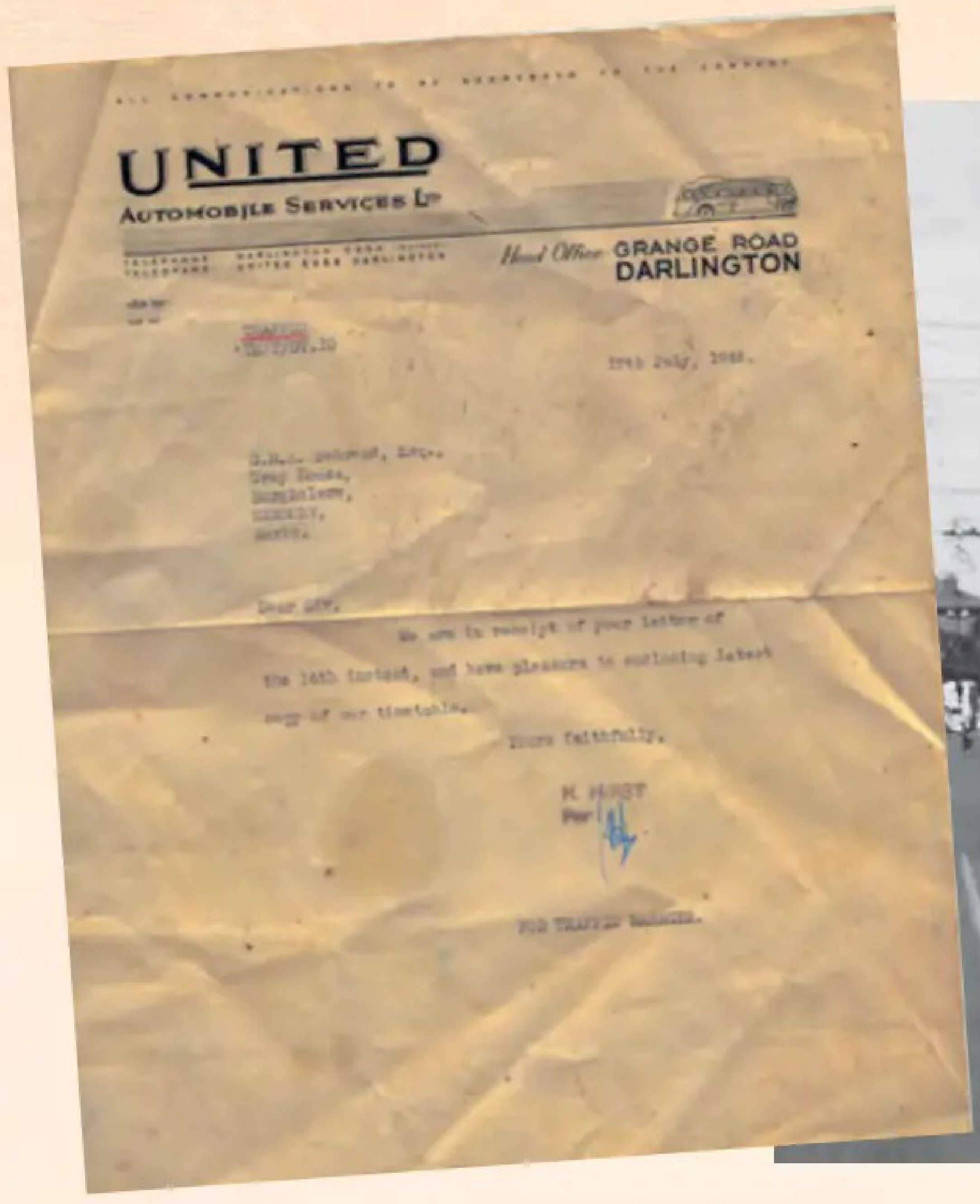
Bet the coaches were regularly late due to bad weather, traffic etc. What about breakdowns? Was there a relief driver? And a heater?

The 'Special Regulations Governing Long Distance Travel' are fascinating. Children aged between three and under-14 were charged half the ordinary fare to the nearest threepence and 'small, clean dogs' could be carried. Imagine how they would be several hours into the trip, possibly hyperactive after being fed sugary treats by passengers.

Possibly the most fascinating aspect of the picture is that visible to the right of CHN 110 is a Burlingham Seagull-bodied coach, meaning that the picture would have been taken in 1952 at the earliest, when the United vehicle would have been 16yr-old, yet still on front line express coach service.



Looking at our timetable, imagine how you'd feel at the end of the 12hr trip, whether arriving in the bright lights of London or a blustery West Hartlepool.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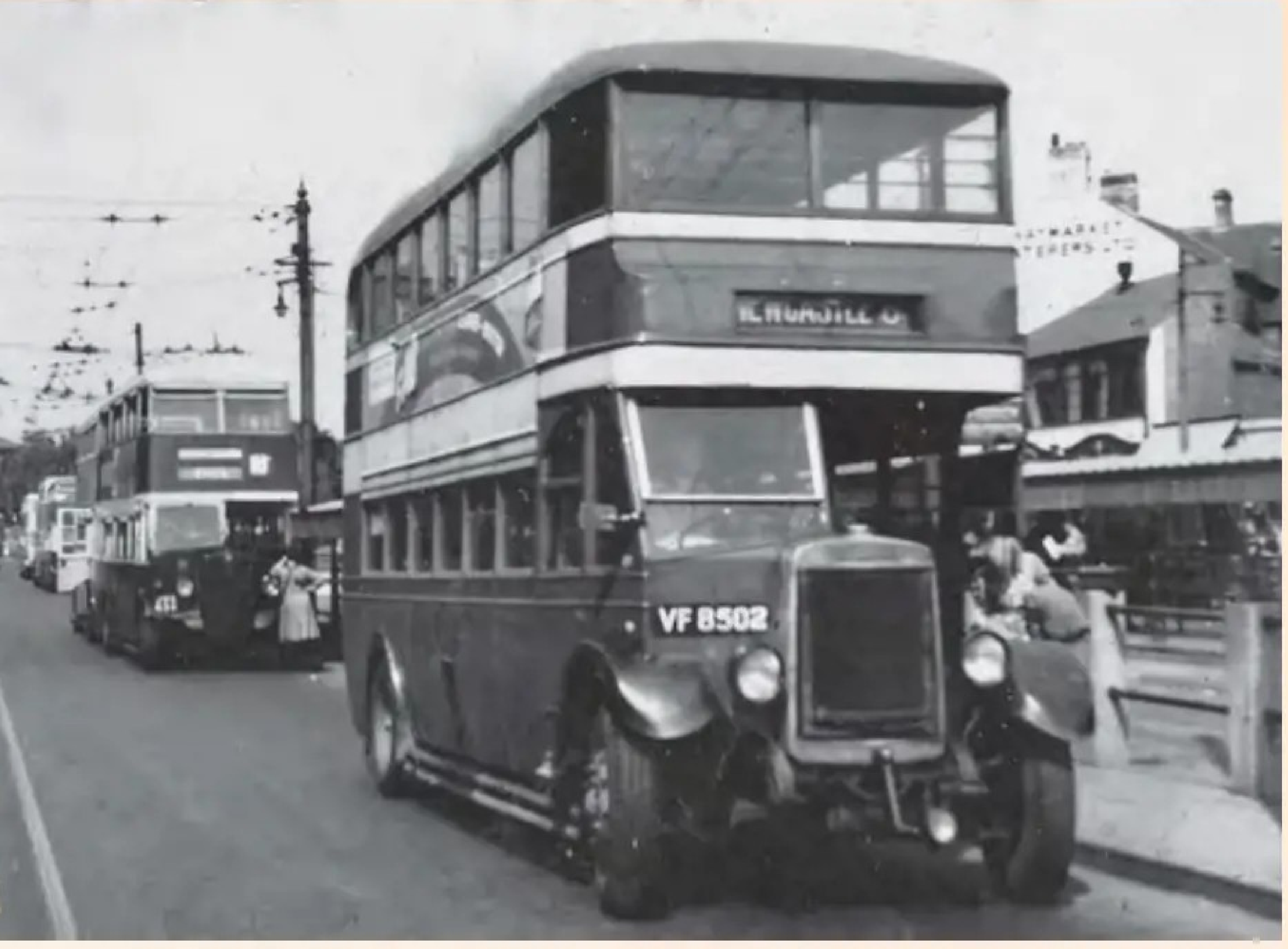
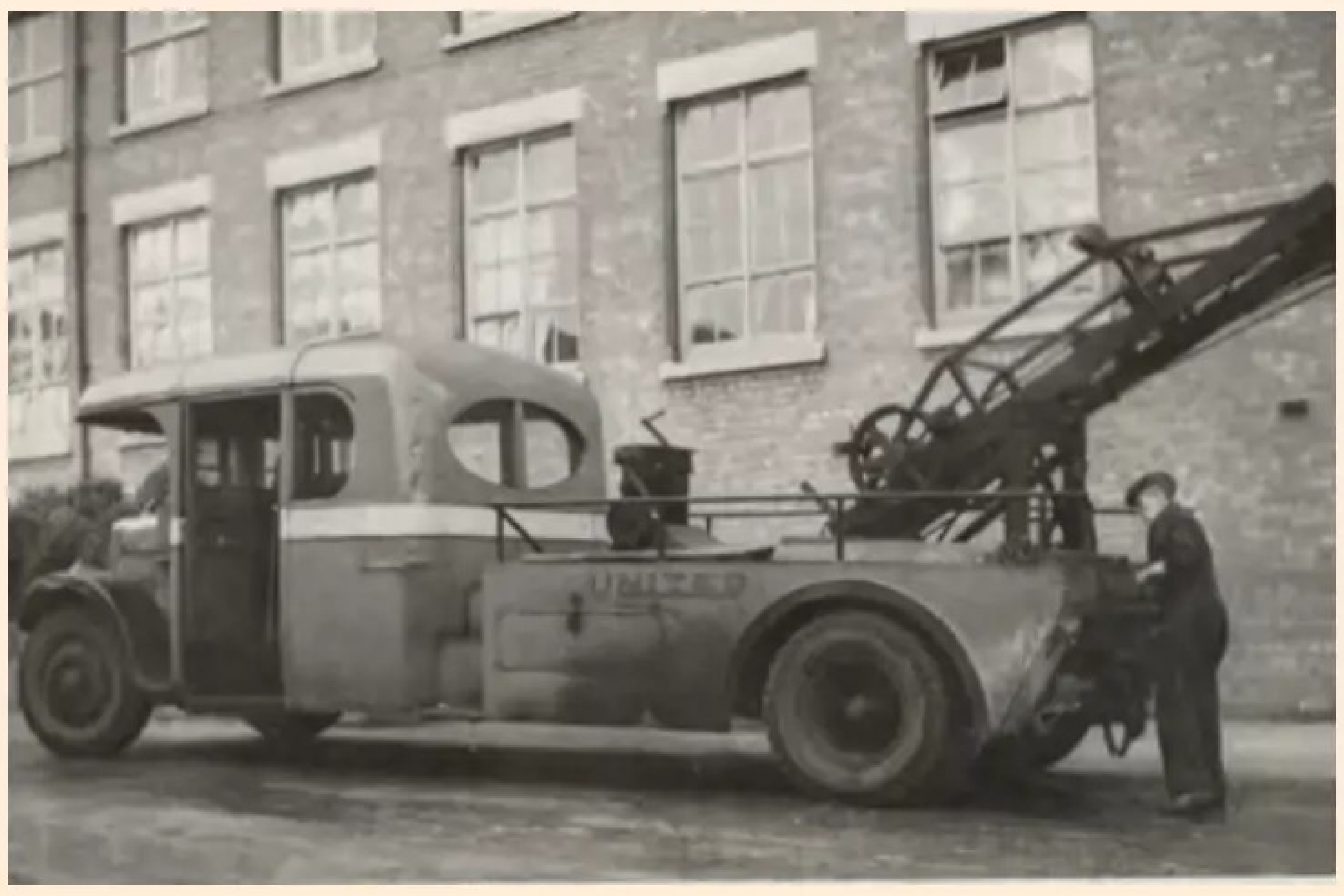
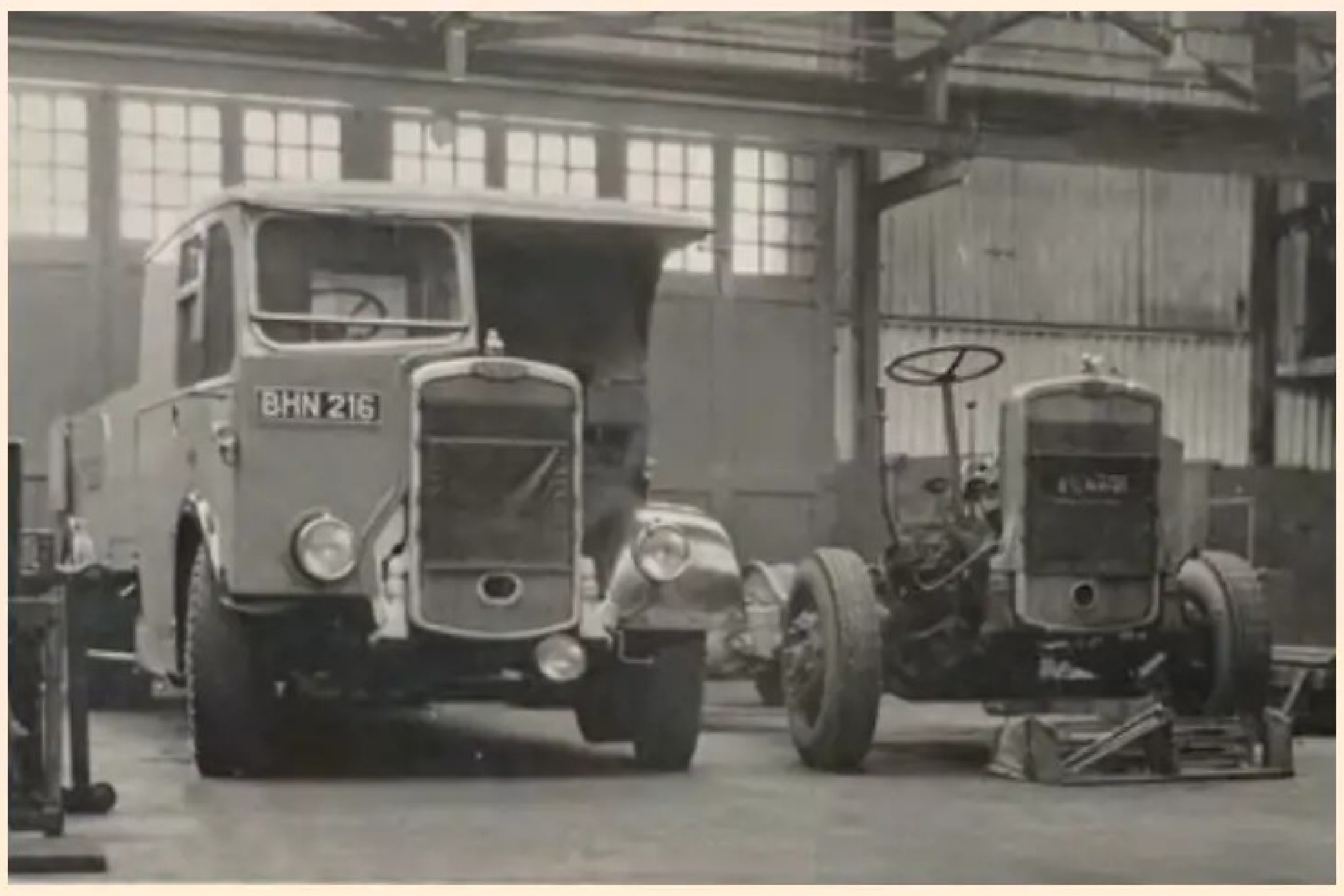






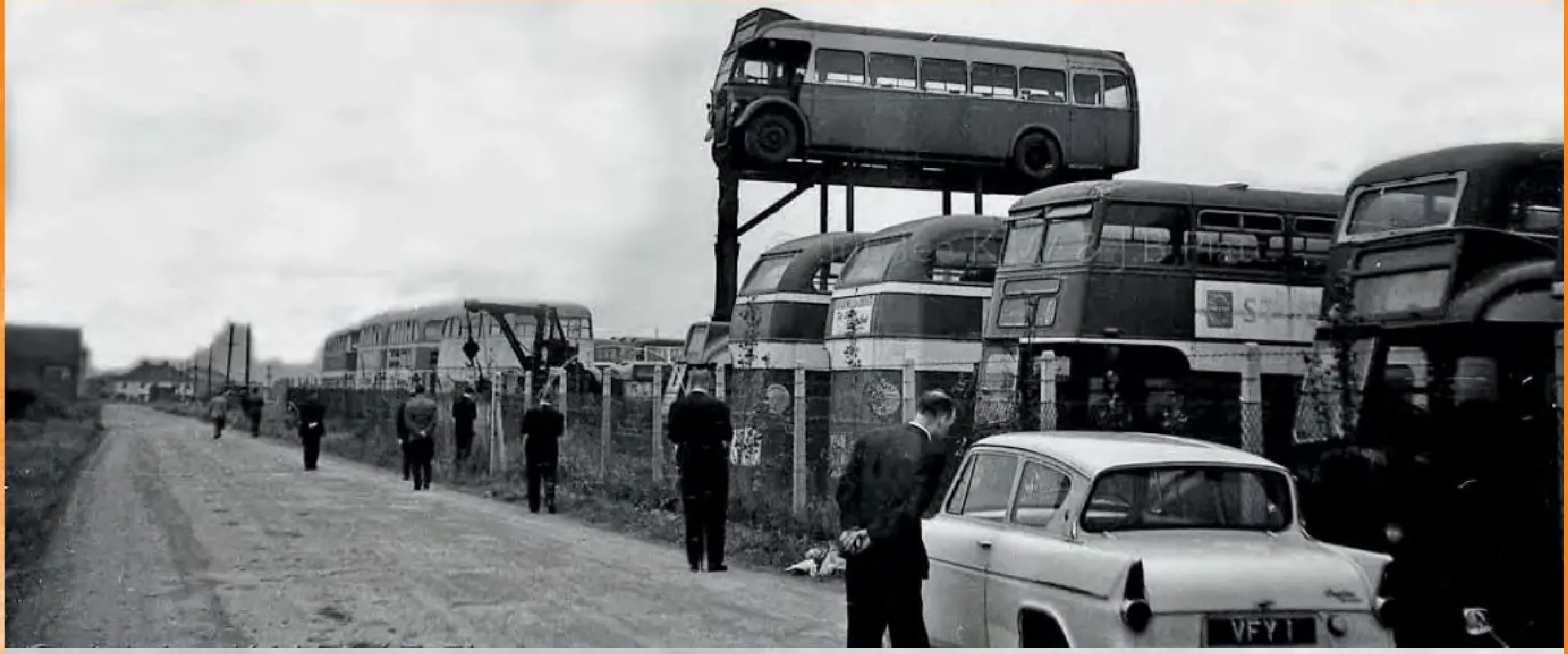
Magnificent 1936 Brush-bodied Leyland TS7 still in front line express coach service at 16yr-old or more, proved by the glimpse of Burlingham Seagull-bodied coach.

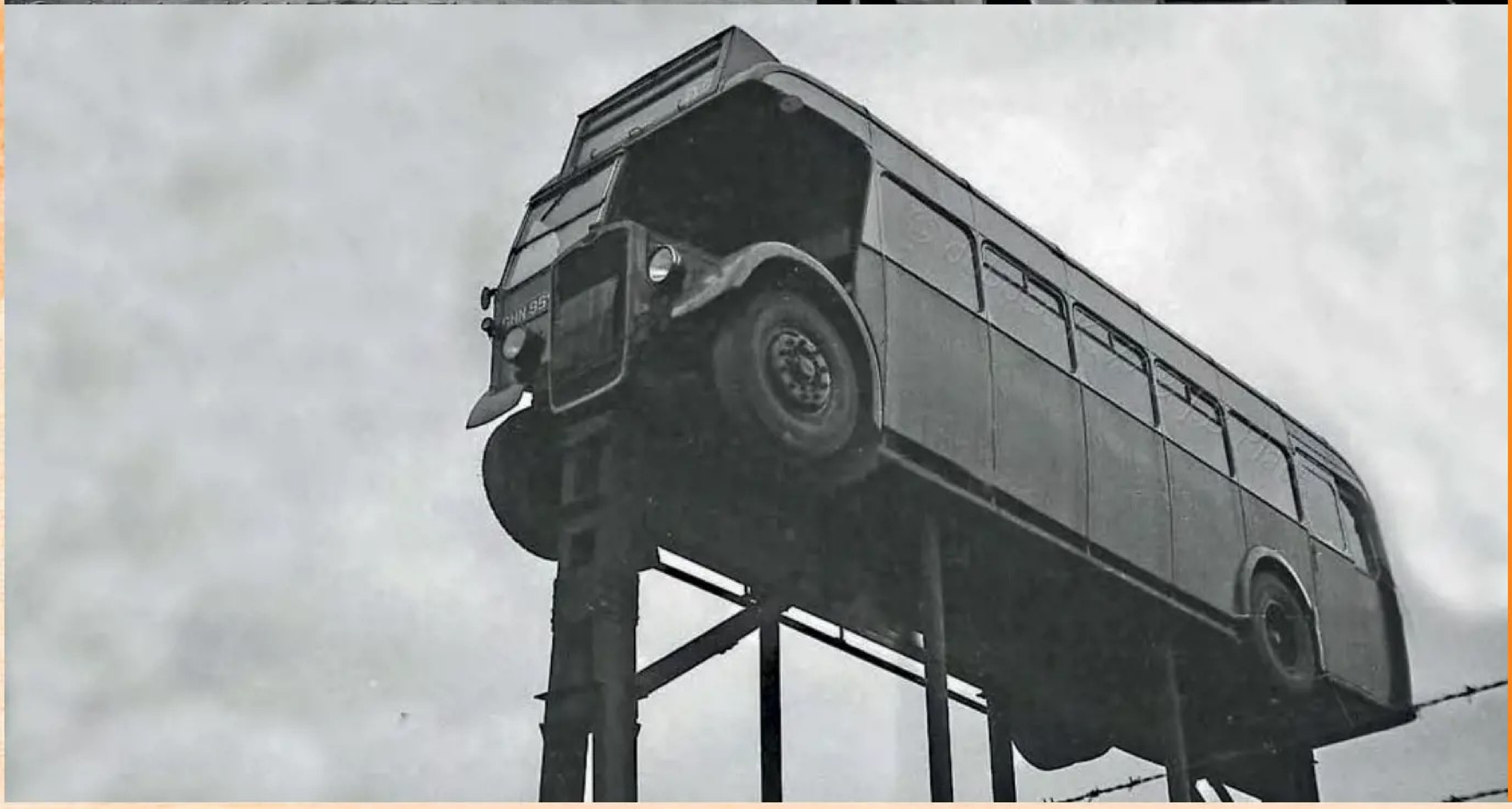
(left)Timetable request: Imagine writing to a major bus company for a copy of its timetable nowadays, but United was happy to help in 1946.

(right) Ageing Titan. New to United in 1930, this Leyland TD must have been a senior vehicle when photographed in Newcastle-upon-Tyne. Anyone know more? **NICK LARKIN COLLECTION**

(bottom left) Clever conversion. We presume this wasn't an early minibus conversion as well as a breakdown but imagine the skill that went into it! **NICK LARKIN COLLECTION**

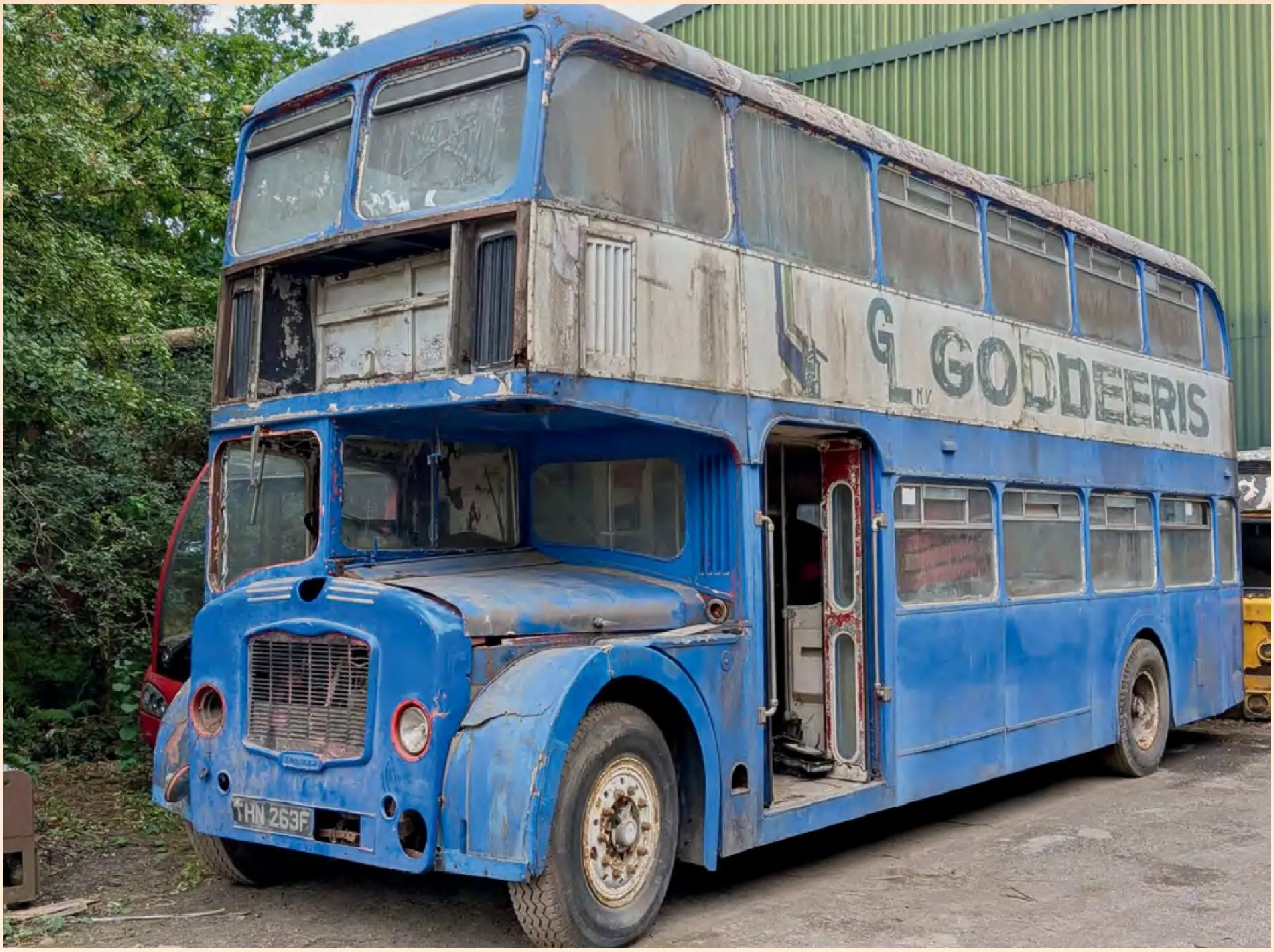
(bottom right) Preaching to the converted. Transformations underway in United's workshops. BHN 216, a 1936 Bristol JO5G is beginning a new career as a breakdown tender but we have no idea as to the future of the chassis on the right! **NICK LARKIN COLLECTION**





« High-floor. Well we all know about high-floor vehicles and buses with air suspension, and many enthusiasts putting the Bristol L on a pedestal. This 1947 ECW-bodied United example was a landmark at dealer/breaker W. Norths for some years following withdrawal from the Durham District fleet in 1961. We wonder whether the owner of the Ford Anglia in the picture, VFY 1, was someone of importance in Southport where the car was registered.
KEITH MOUNTFORD-EDDY COLLECTION

» Sole Lodekka. United ran 301 Bristol Lodekkas of all types according to the North East Bus Preservation Trust, but this is the only example in preservation. THN 263F was new in 1968, and later worked for Western SMT before being exported to Belgium by Ensign. Latterly a double-glazing company hospitality bus the Lodekka was repatriated by the Trust in 2011. The Lodekka has latterly been with Daniel Shears, who tells us it was a project too many and has been sold for further preservation,
DANIEL SHEARS



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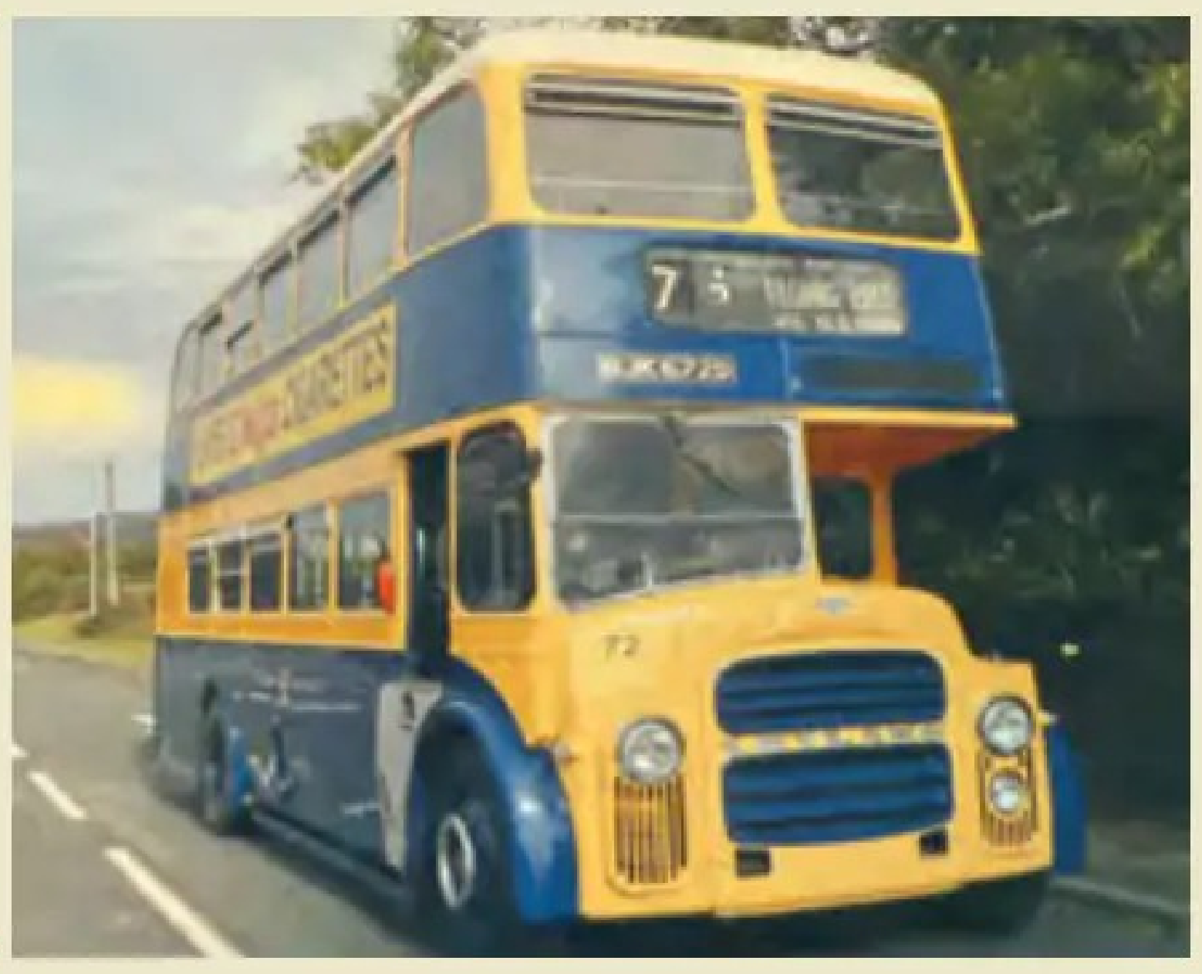

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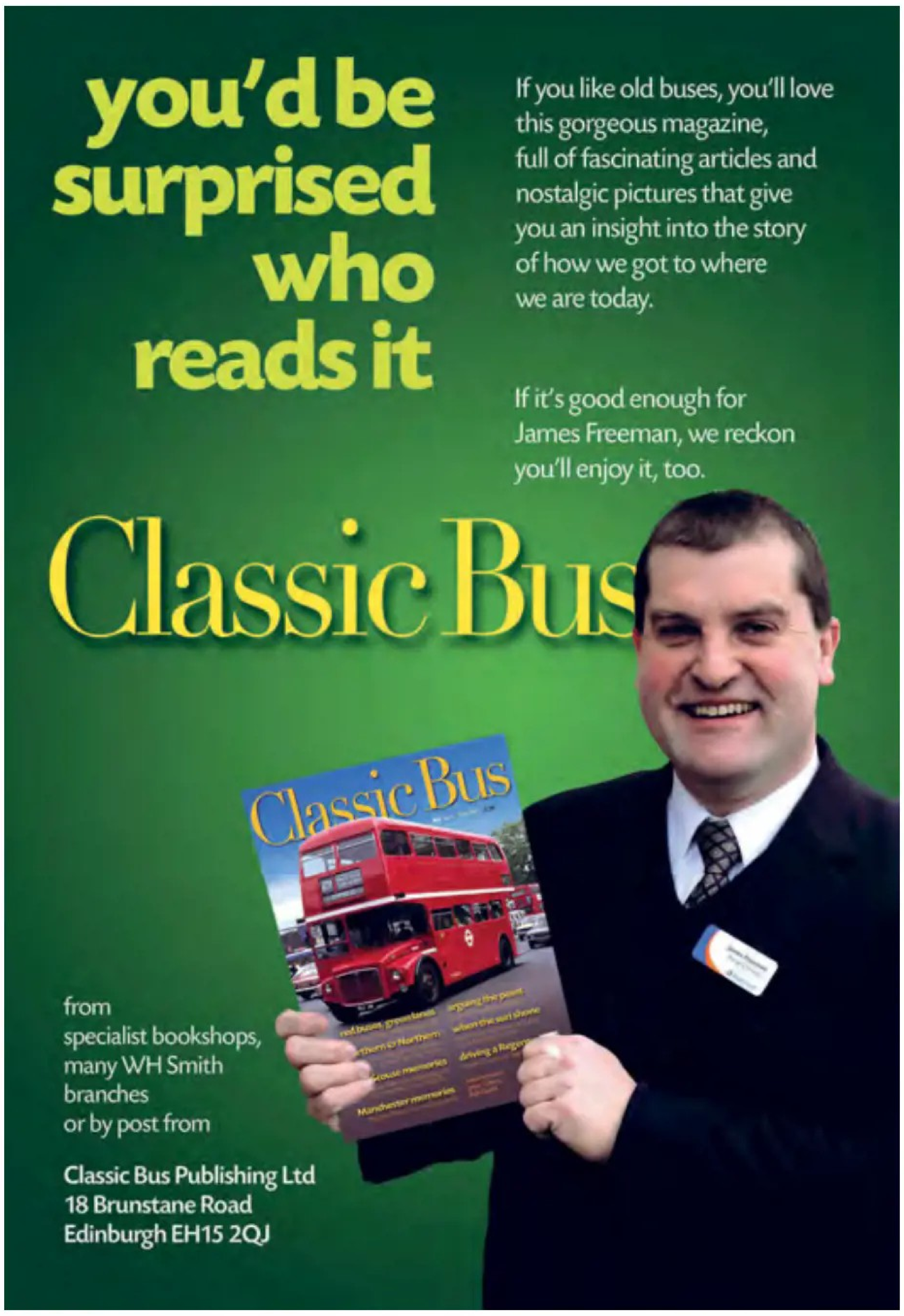
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Events

Please send any amendments (change of details, cancellations etc) to david.n.jukes@btinternet.com

SUNDAY 5 OCTOBER

Transport Museum Wythall. Autumn Running Day & Tribute to West Midlands Municipals. 10.30-16.30. Admission £12, child £8, family tickets available. Details: The Transport Museum, Chapel Lane, Wythall B47 6JA. 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk.

Nottingham Heritage Vehicles Derbyshire Bus & Train Festival. Rowsley South station. 10.00-16.00. Details: www.nottinghamheritagevehicles.co.uk.

Greater Manchester Museum of Transport. Free heritage bus rides. 10.00-15.00. Details: motgm.uk.

Amberley Autumn Historic Gathering. Amberley Museum & Heritage Centre, near Arundel BN18 9LT. Details: www.amberleymuseum.co.uk.

SATURDAY 11 OCTOBER

Delaine Bus Museum Open Day. Spalding Road, Bourne, Lincolnshire PE10 9LE. 12.00-16.00. Free heritage bus rides: 13.15 & 14.45pm. £2.50 adult, accompanied U16s free (max two per adult). Contactless accepted. Light refreshments & free car parking. Pre-booked group visits available at other times. Details: www.delaineheritagetrust.org, enquiries@delaineheritagetrust.org, or x@delaineheritage.

SATURDAY/SUNDAY 11/12 OCTOBER

Glasgow Vintage Vehicle Trust 2025 Open Weekend. Bridgeton Bus Depot, Glasgow. Limited number of stalls & visiting vehicles welcome – please register via website. Details: www.gvvt.org.

Isle of Wight Bus Museum Wightrider Running Days. Details: www.wightrider.co.uk

SUNDAY 12 OCTOBER

Reading Runabout Vintage Bus Day. St Mary's Butts. Details: www.tvagwot.org.uk.

British Commercial Vehicle Museum Autumn Transport Show. Leyland. 10.00-16.00. Details: www.britishcommercialvehiclemuseum.com.

Yorkshire Dales Vintage Bus & Coach Running Day. Skipton. Details: Aire Valley Transport Group www.avtg.co.uk.

Canvey Island Transport Museum Open Day. 105 Point Road, Canvey Island. 10.30-16.00. Details: canveyislandtransportmuseum.co.uk.

South Yorkshire Transport Museum. The Famous Vehicles. 9 Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Details: sytm.co.uk.

SATURDAY 18 OCTOBER

Trolleybus Museum at Sandtoft Open Day. 10.30-16.30. £12 adult, £10 senior, £6 child, £7.50 concs, £31 family, £27.50 senior & family. Details: www.sandtoft.org.

SUNDAY 19 OCTOBER

Trolleybus Museum at Sandtoft Isle of Axholme Running Day. 10.00-17.30. £14.50 adult, £12 senior, £6.50 child, £8 concs, £36 family, £33 senior & family. Visiting vehicles, classic cars & motorbus tours of local area. Free Doncaster buses. Details: www.sandtoft.org.

Aldridge Transport Museum Autumn Leaves Running Day. Shenstone Drive, off Northgate, Aldridge WS9 8TP. Event details to be advertised at later date. Details: www.amrtm.org or 01922 454761.

London Bus Museum TransportFest at Brooklands Museum. 10.00-17.00. Free bus 462 to & from Weybridge station & High Street. Details: londonbusmuseum.com.

Greater Manchester Museum of Transport. Classic Car Show. Details: motgm.uk.

THURSDAY 23 OCTOBER

The Scottish Vintage Bus Museum Twilight Running Evening. M90 Commerce Park, Dunfermline KY12 0SJ. 19.00-21.00. Details: www.svbm.online.

SATURDAY 25 OCTOBER

Delaine Bus Museum Heritage Running Day. Spalding Road, Bourne, Lincolnshire PE10 9LE. 11.30-18.00. £5 adult, accompanied U12s free (max two per adult). Contactless accepted. Light refreshments available. Free heritage bus rides featuring Delaine Heritage fleet depart every 20mins 12.00-16.40 with hourly headway to Rippingale via Bourne Market Place, Market Deeping & Greatford, then 17.00/17.30/18.00 to Morton via Bourne Market Place. Delaine 101 from Peterborough. Free car parking. Details: www.delaineheritagetrust.org, enquiries@delaineheritagetrust.org

SATURDAY 25 OCTOBER

Greater Manchester Museum of Transport. Buses by Twilight. Open until 18.30. Details: motgm.uk.

SATURDAY/SUNDAY 25/26 OCTOBER

East Anglia Transport Museum Halloween. Carlton Colville, near Lowestoft. 15.00-20.00. Details: www.eatm.co.uk.

SATURDAY-THURSDAY 25-31 OCTOBER

Crich Tramway Village, Derbyshire. Halloween Fun. Details: www.tramway.co.uk

SUNDAY 26 OCTOBER

Transport Museum Wythall. Twilight Running Day. 10.30-18.00. Admission £12, child £8, family tickets available. Details: The Transport Museum, Chapel Lane, Wythall B47 6JA. 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk.

Oxford Bus Museum Halloween & Half Term. Long Hanborough, Oxfordshire. Regular bus rides from 11.30. Display of live owls. Details: www.oxfordbusmuseum.org.

Nottingham Heritage Vehicles Open Day. Heritage Bus Depot, Portland Road, Hucknall NG15 7SF. 10.00-16.00. Details: www.nottinghamheritagevehicles.co.uk.

Lincolnshire Road Transport Museum. Open day. 10.00-16.00. Bus rides. Details: www.lvvs.org.uk.

Bristol Vintage Bus Group Autumn Mini Running Day. Flowers Hill, Brislington, Bristol BS4 5JJ. Details: www.bvbg.co.uk.

WEDNESDAY 29 OCTOBER

Oxford Bus Museum Halloween & Half Term. Long Hanborough, Oxfordshire. Regular bus rides from 11.30 & evening rides. Display of live owls. Details: www.oxfordbusmuseum.org.

SATURDAY 1 NOVEMBER

21st Annual Samuel Ledgard Society Transport Collectors' Fair. Pudsey Civic Hall, Cote Lane, Pudsey, near Leeds, LS28 5TA. 10.00-15.00. £3. Over 100 tables of transport collectables. Details: www.samuelledgardsociety.org.uk, rennisonbarry@gmail.com, or 01132 363695.

Trolleybus Museum at Sandtoft Twilight Trolleys. 11.30-18.00. £12 adult, £10 senior, £6 child, £7.50 concs, £31 family, £27.50 senior & family. Atmospheric trolleybus rides after dusk. Details: www.sandtoft.org.

Barry Twilight Running Day. Bus Depot, Broad Street, Barry CF62 7AH. 14.00-18.00. Details: Cardiff Transport Preservation Group www.ctpg.co.uk. Stall & entry enquiries: mikeystrad73@btinternet.com.

SUNDAY 2 NOVEMBER

Model Bus Federation Scotland Area Show 2025. Bishopton Community Centre, Greenock Road, Bishopton PA7 5AU. 08.00-16.00. £2 adult. Model bus & tram layouts & displays. Trade stands. Refreshments. Model competition. Details: michael.claisse@ntlworld.com or MBF Scotland Facebook page.

Dewsbury Bus Museum Autumn Running Day. Ravensthorpe, Dewsbury. Details: www.dewsburybusmuseum.org and info@wraco.uk.

Keighley Bus Museum Twilight Event. Unit 5 Riverside technology Park, Keighley BD21 4JP. 11.00-17.00. Details: www.kbmt.org.uk.

SATURDAY 8 NOVEMBER

North West Vehicle Restoration Trust Nocturnal Running Day. Charleywood Road, Kirkby, Liverpool L33 7SG. 14.00-19.00. Free bus services, sales stands, refreshments. Visiting vehicles to be booked in advance. Details: www.nwvrt.com.

SATURDAY/SUNDAY 8/9 NOVEMBER

Crich Tramway Village, Derbyshire. Tramlight premium event. 14.00-20.00 Saturday, 14.00-19.00 Sunday. Special prices apply. Details: www.tramway.co.uk

SUNDAY 9 NOVEMBER

South Yorkshire Transport Museum Remembrance Day. 9 Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Details: sytm.co.uk.

2026 EVENTS

Please send Bus & Coach Preservation magazine details of your 2026 bus rally, running day, museum event or transport fair to david.n.jukes@btinternet.com for inclusion in the 2026 Rally Guide. The information deadline is 1 February 2026.

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Lincoln	**Sunday 26 October**	**LVVS Running Day**
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Dewsbury	**Sunday 2 November**	**Autumn Running Day**
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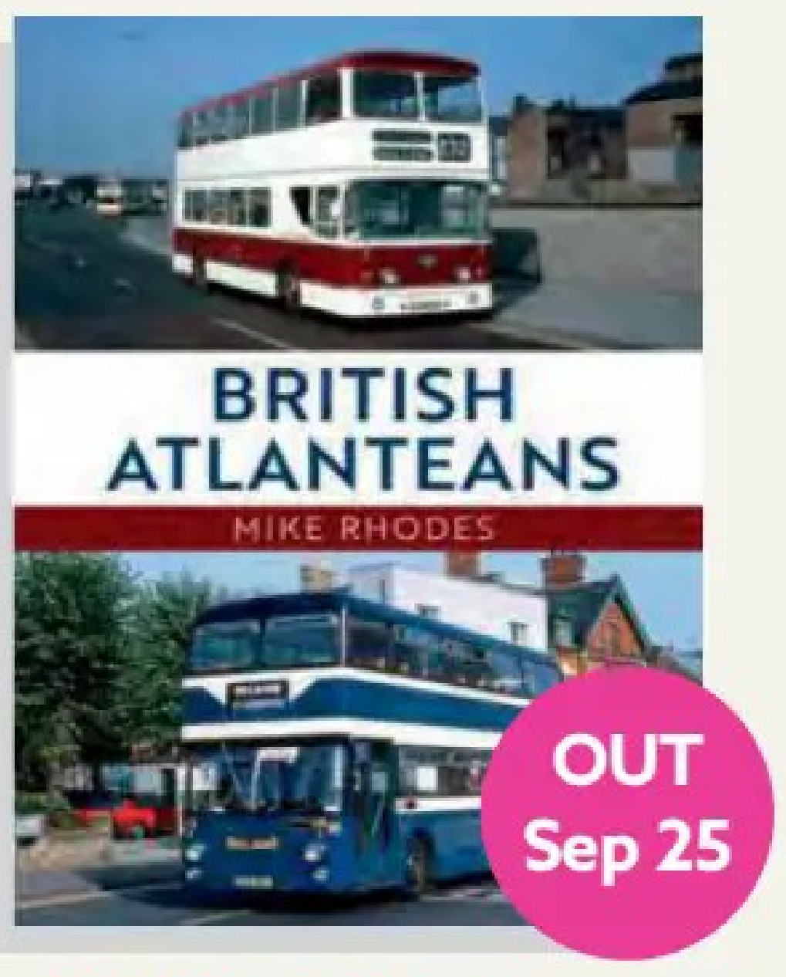

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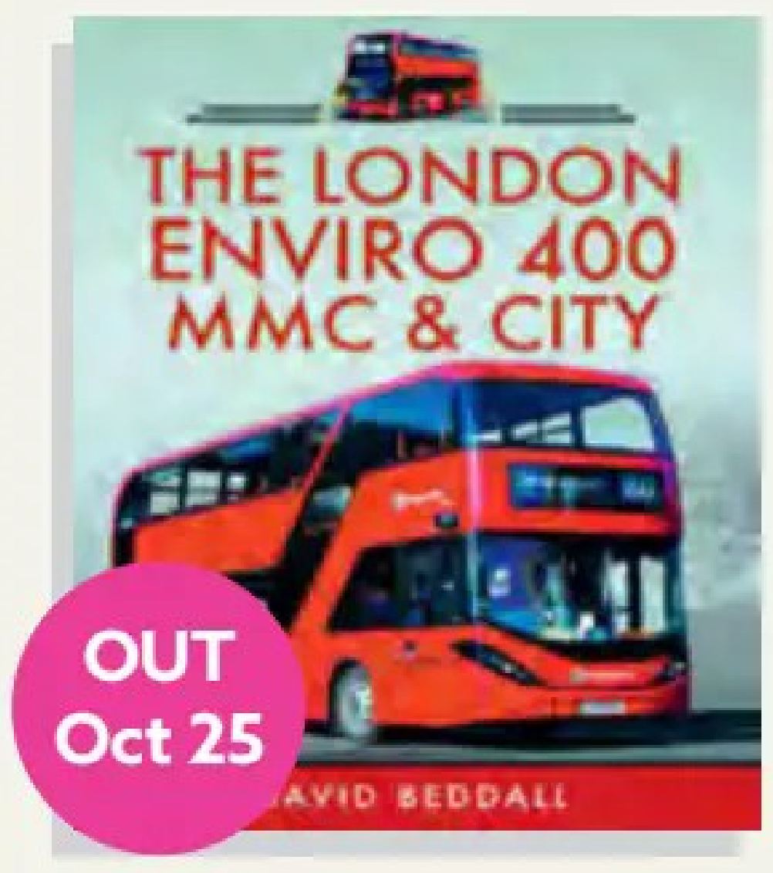

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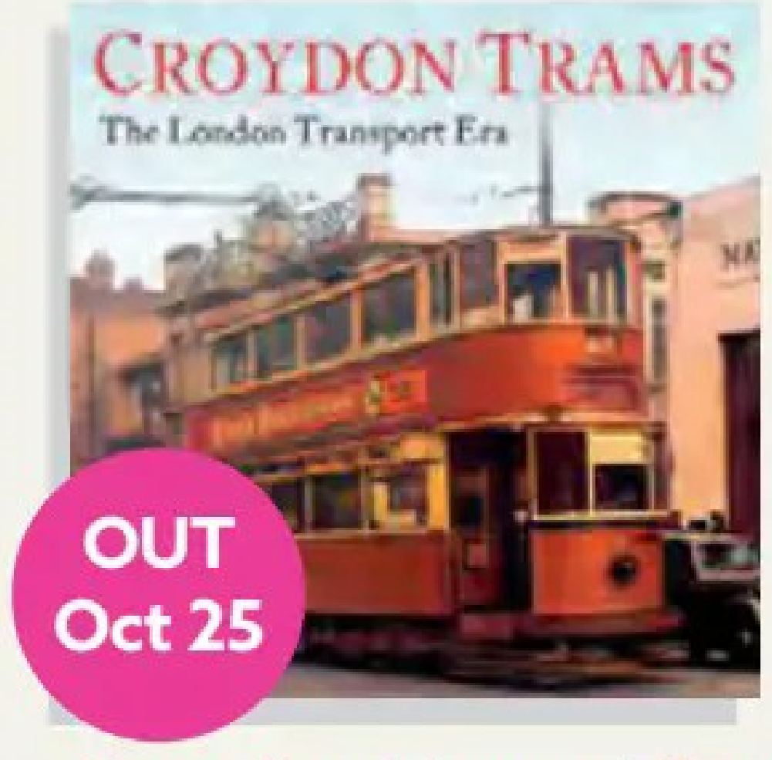

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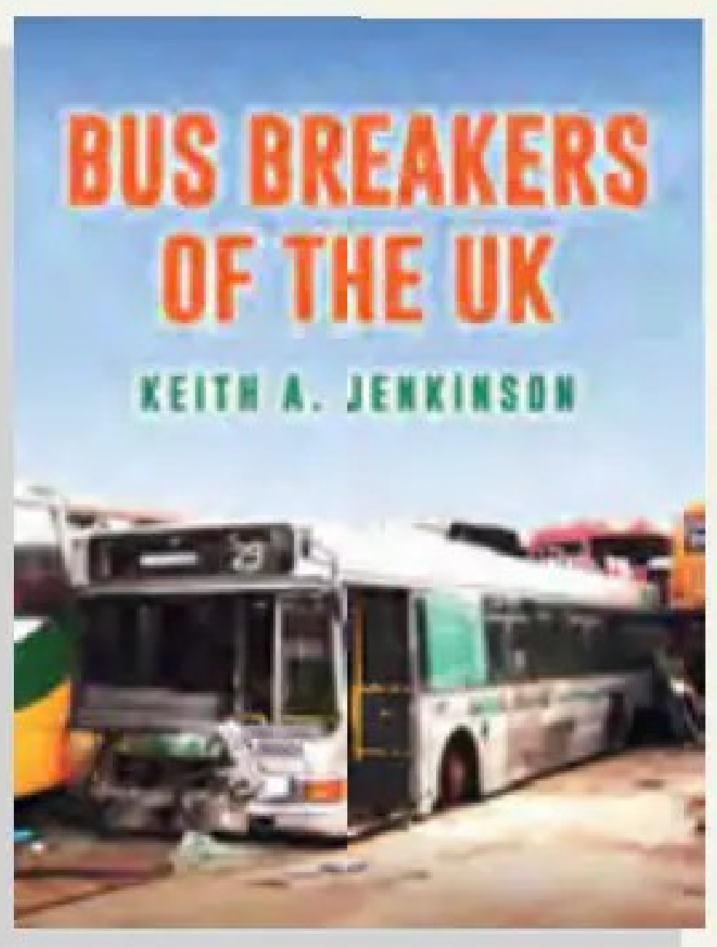

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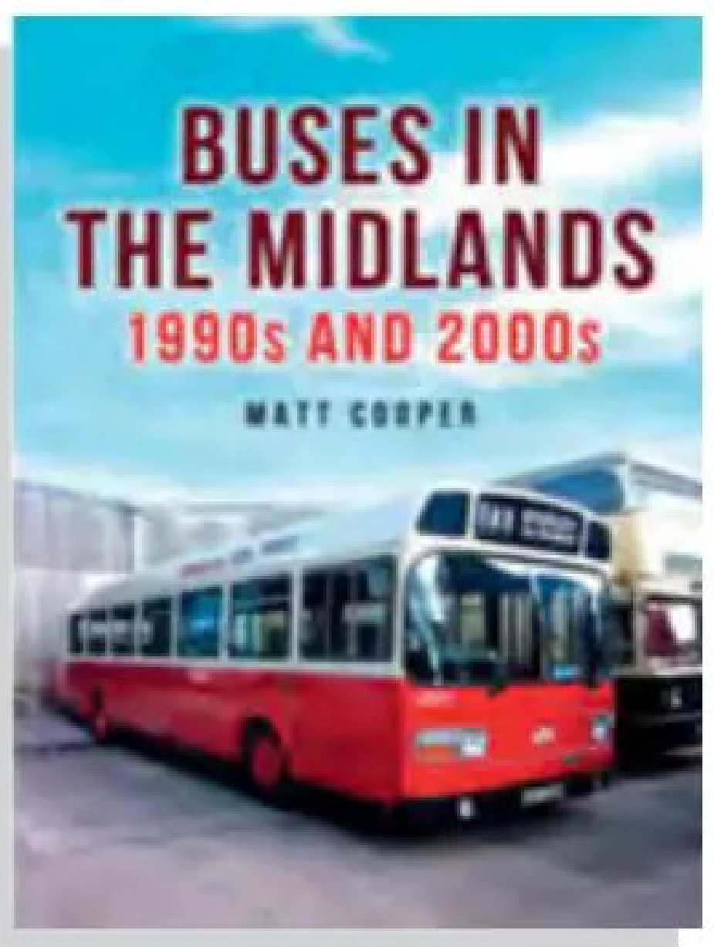

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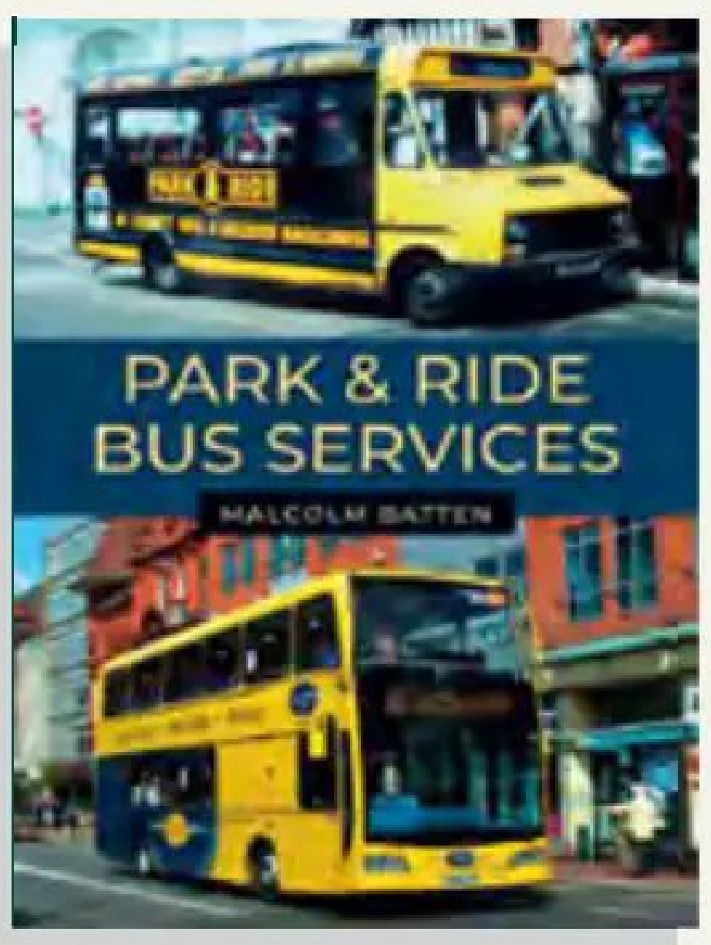

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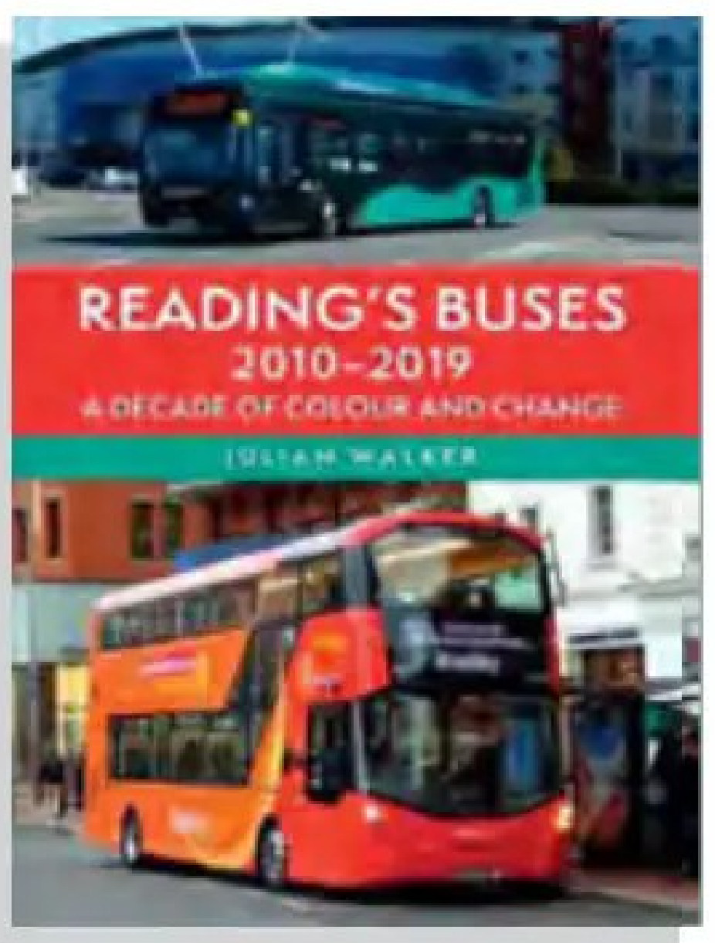

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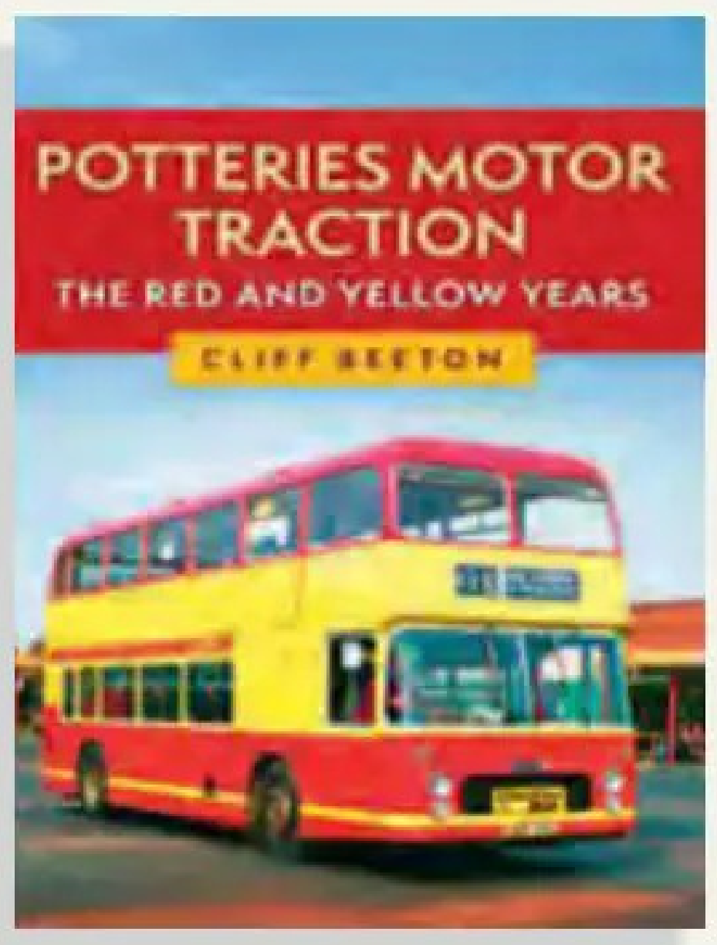

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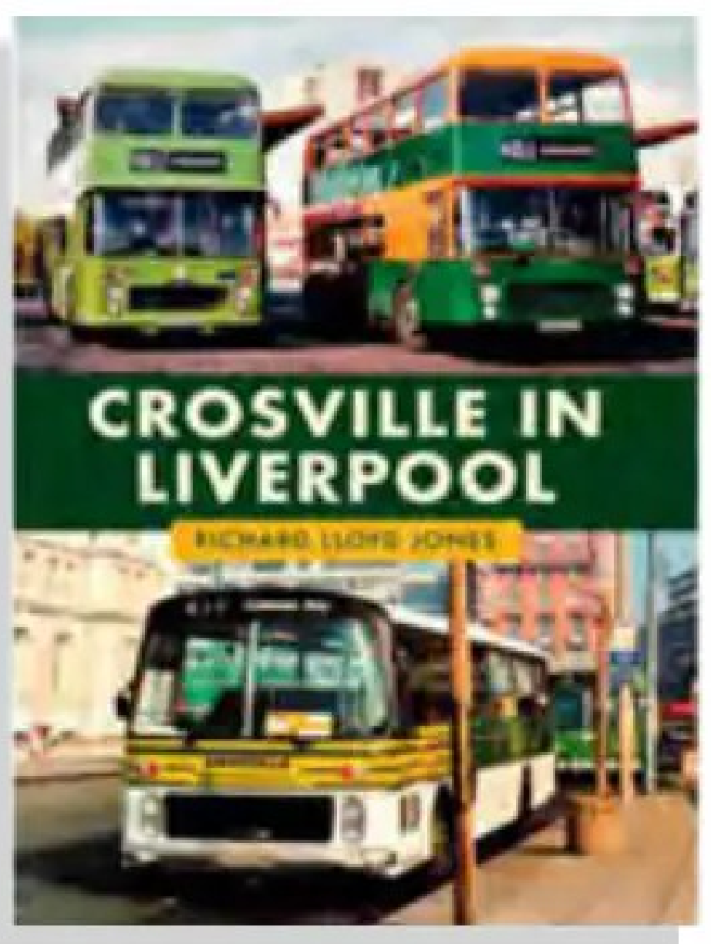

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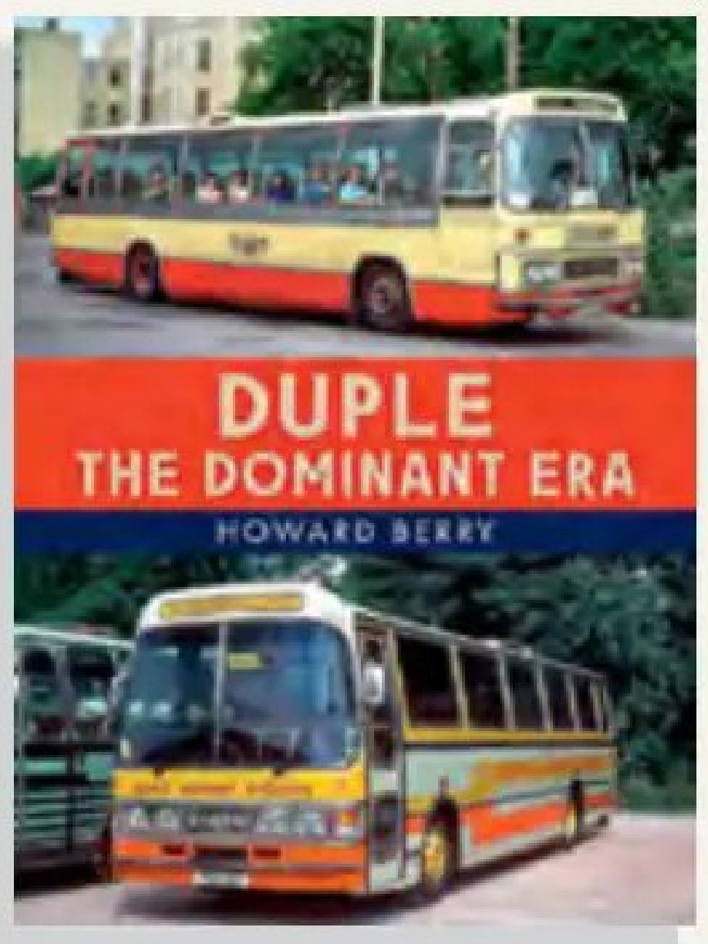

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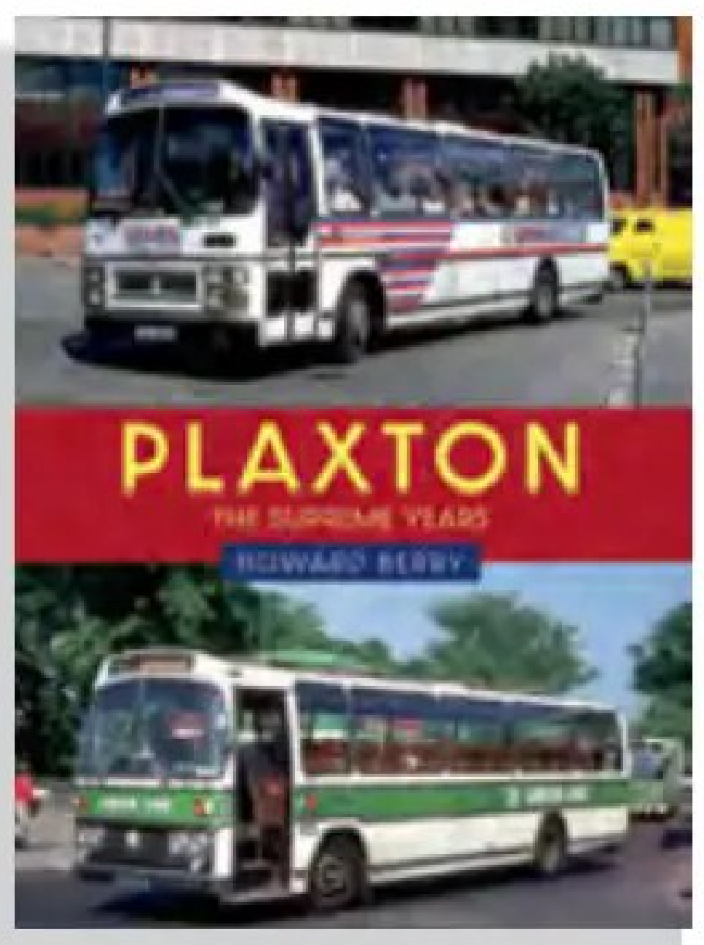

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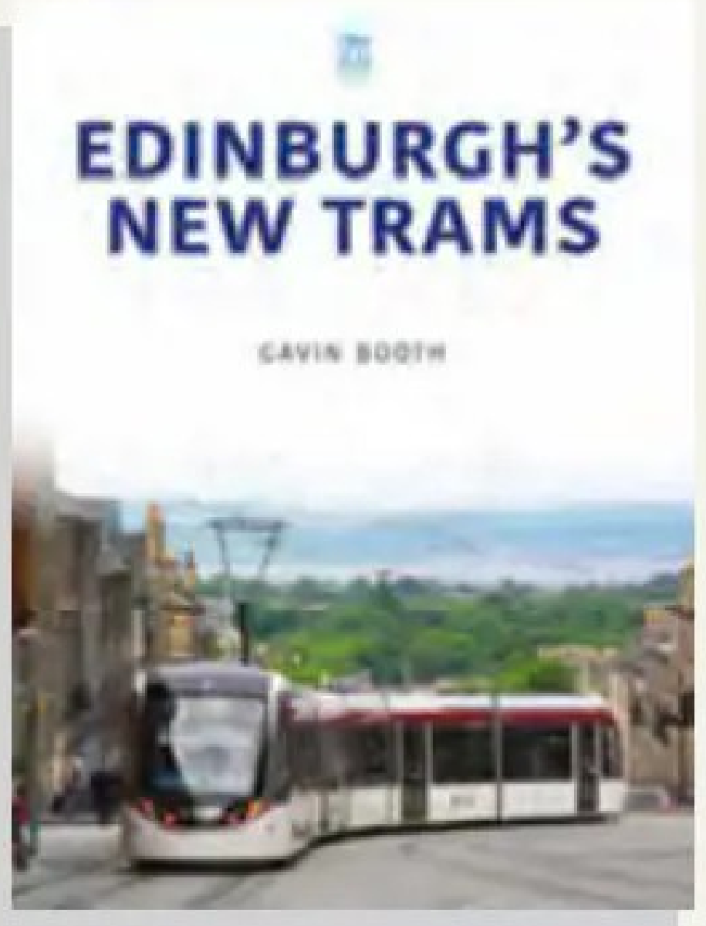

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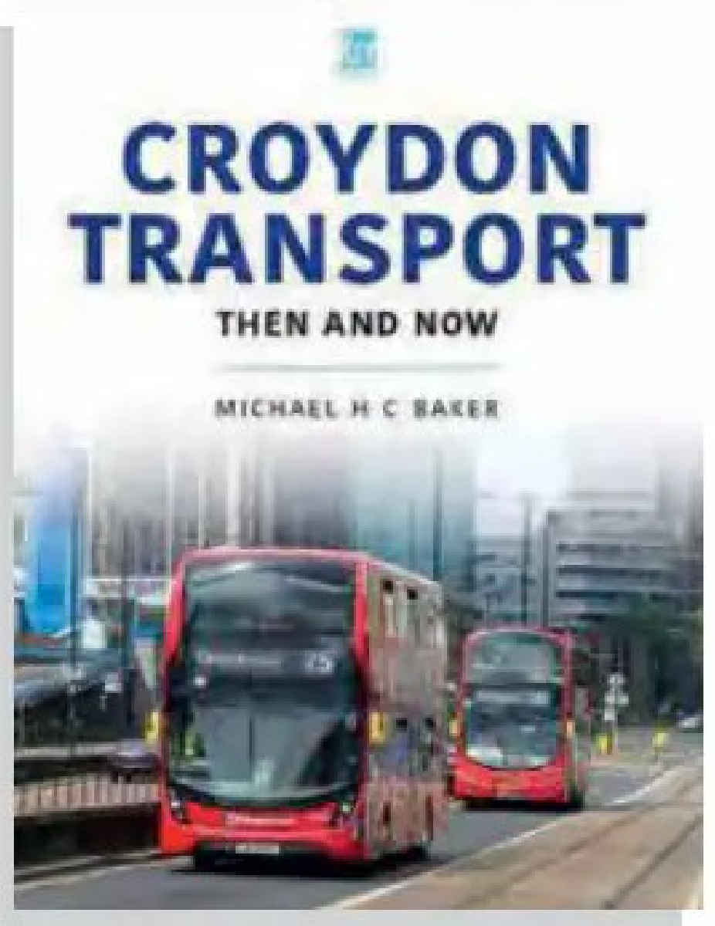

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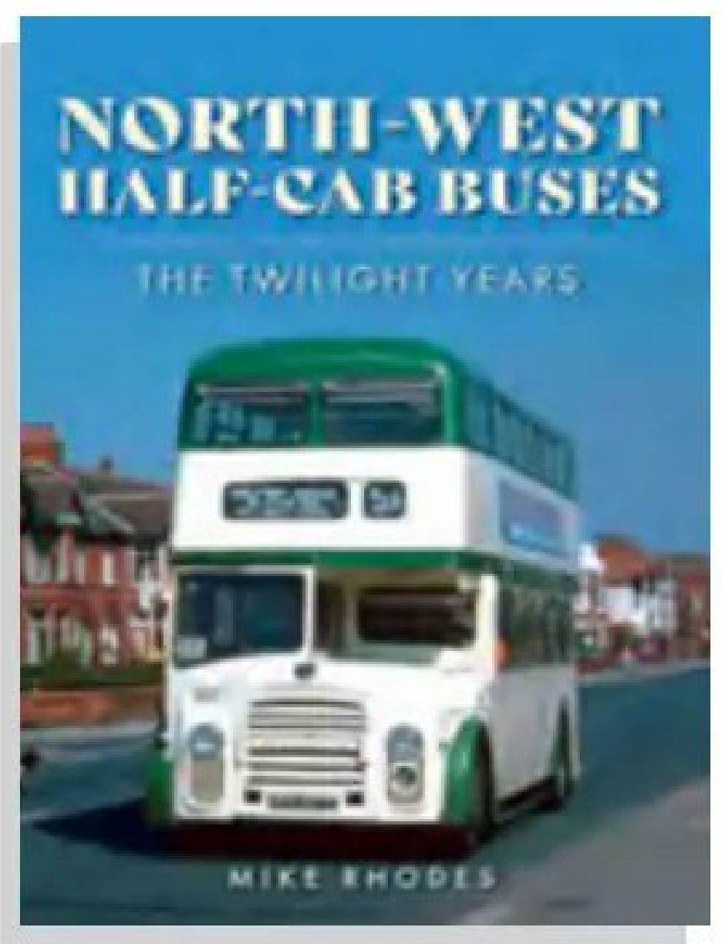

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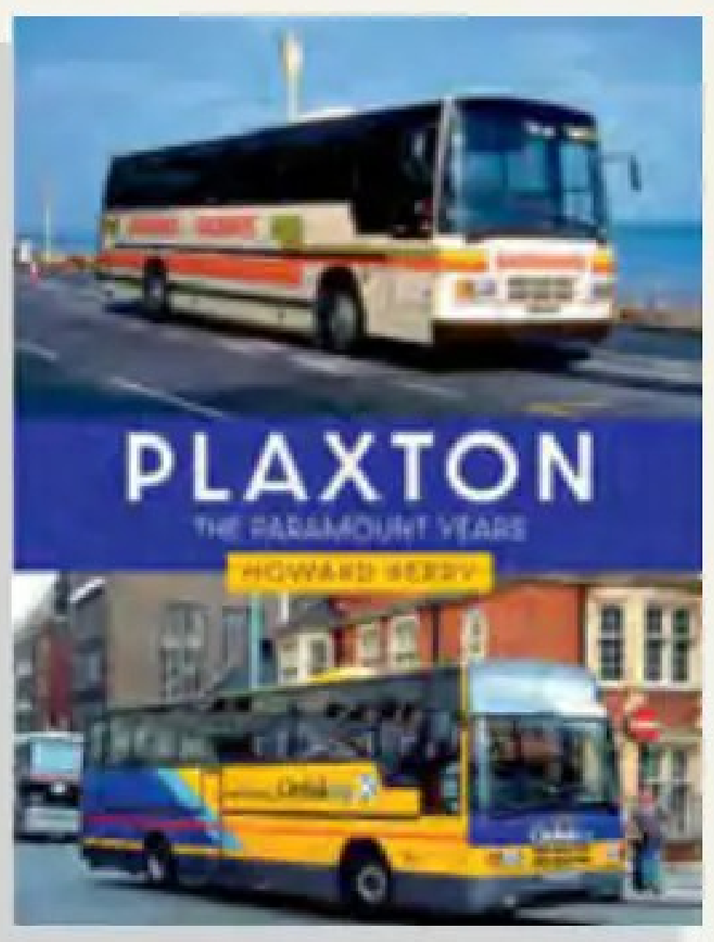

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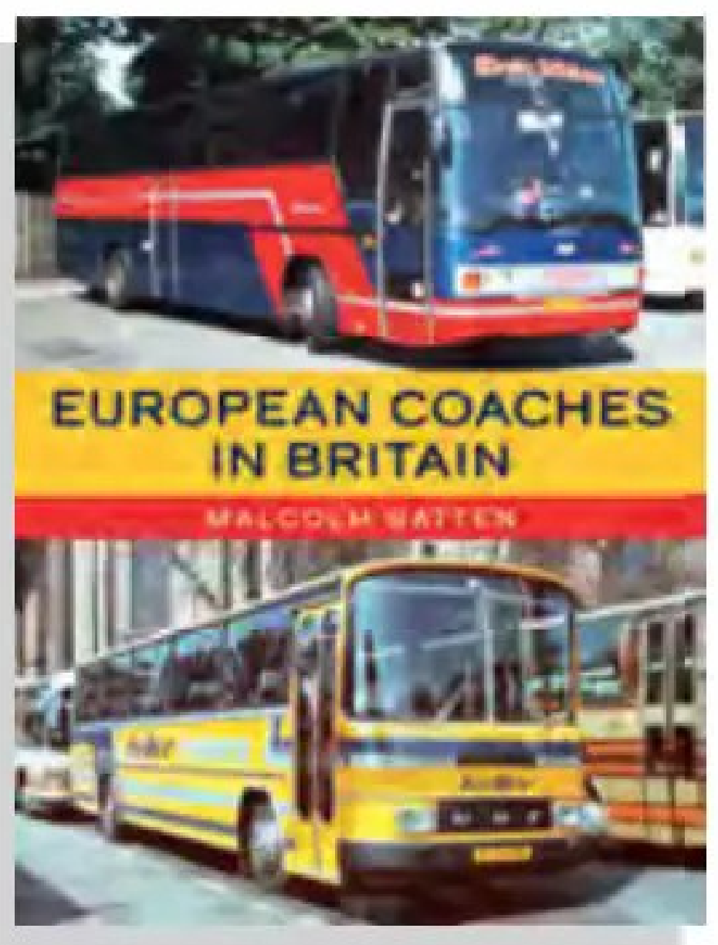

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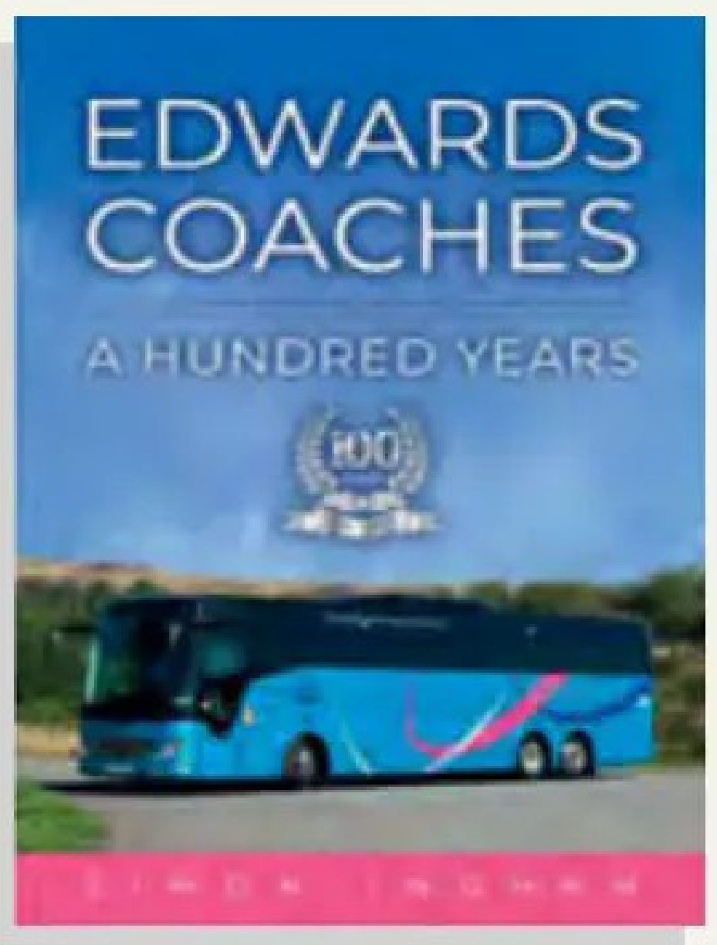

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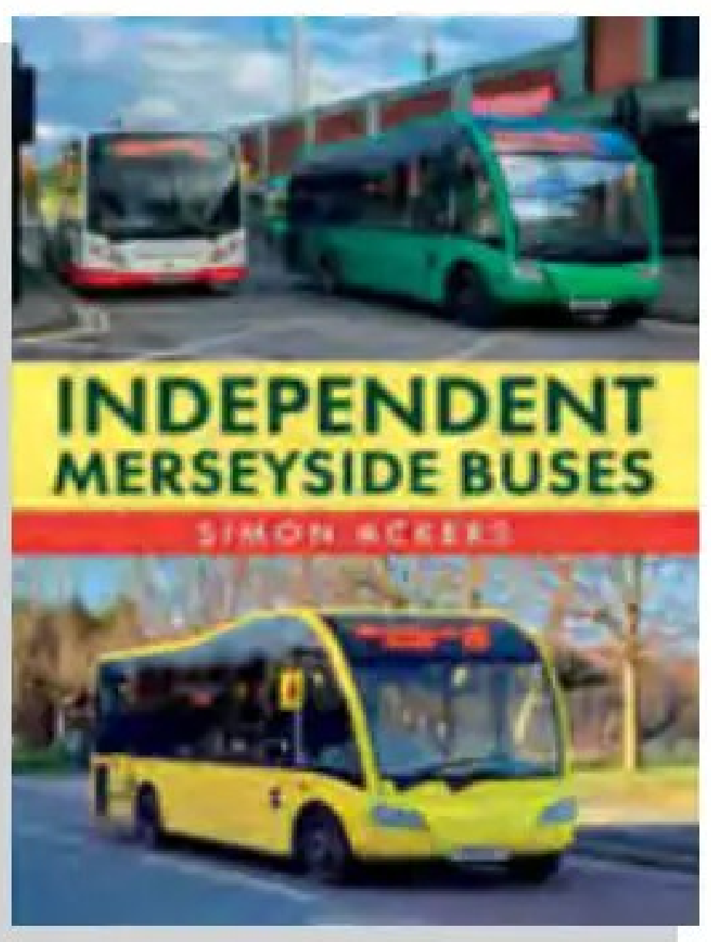

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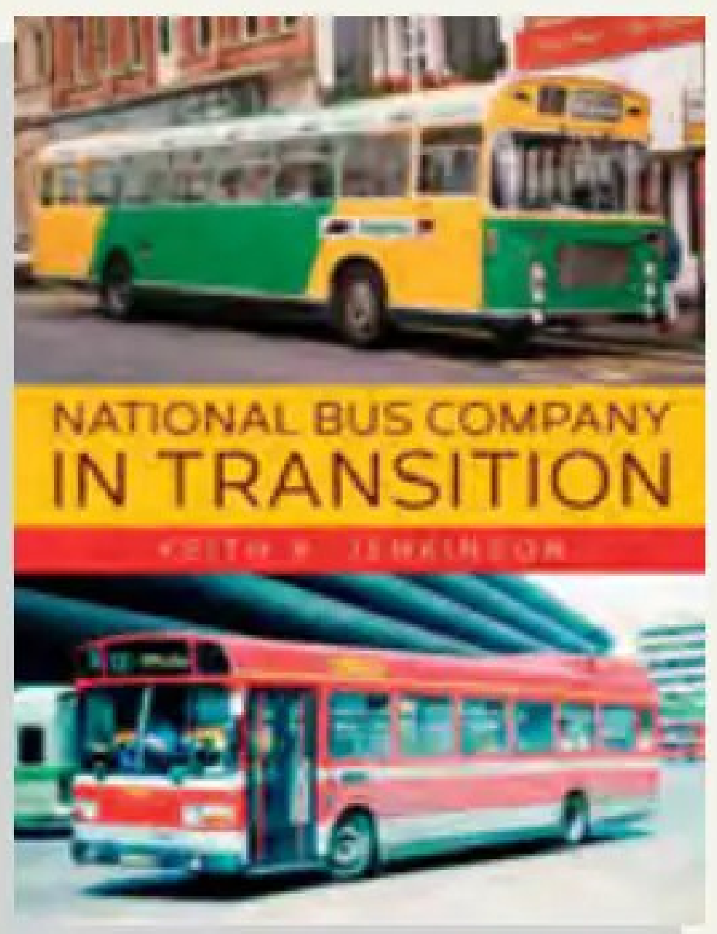

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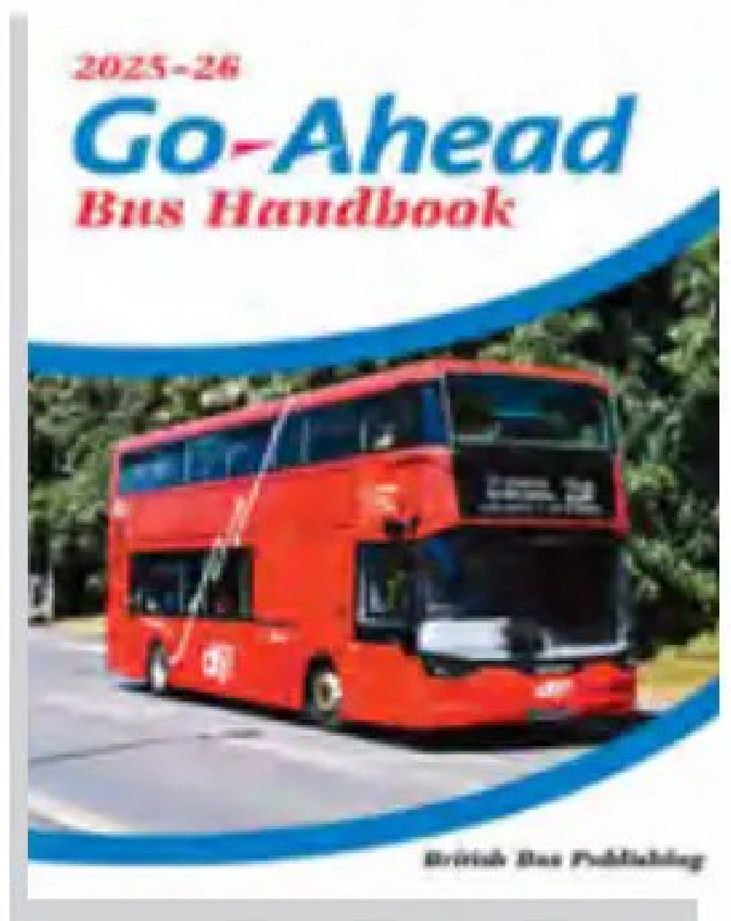

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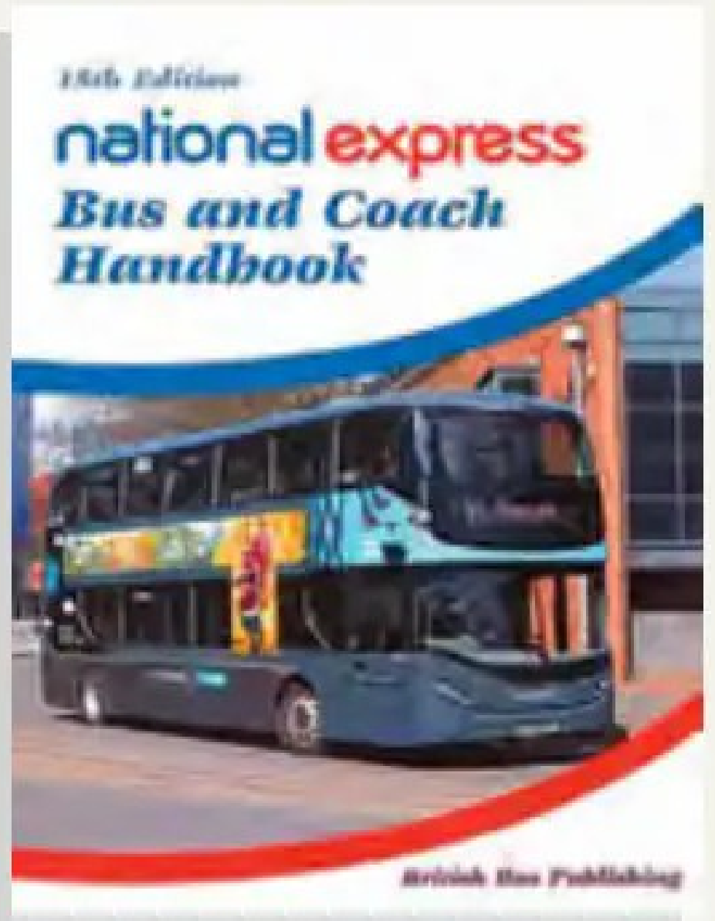

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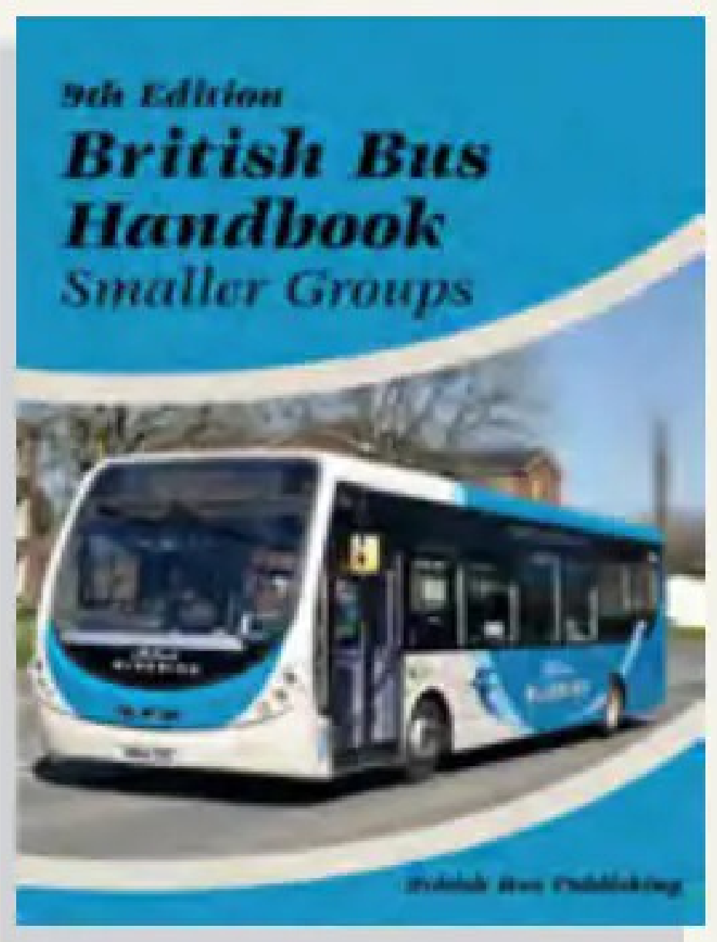

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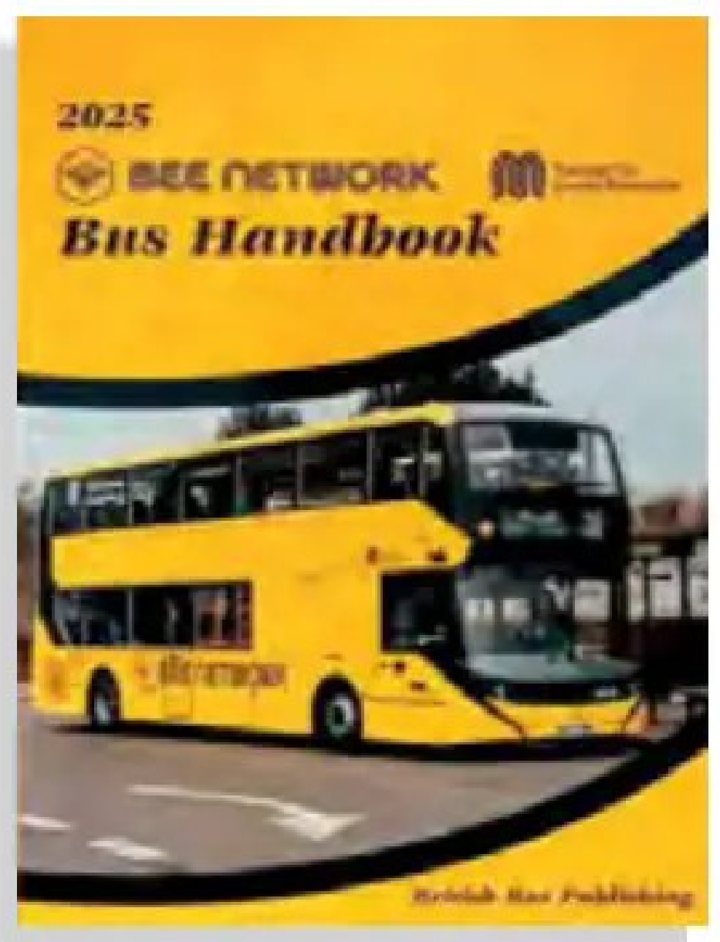

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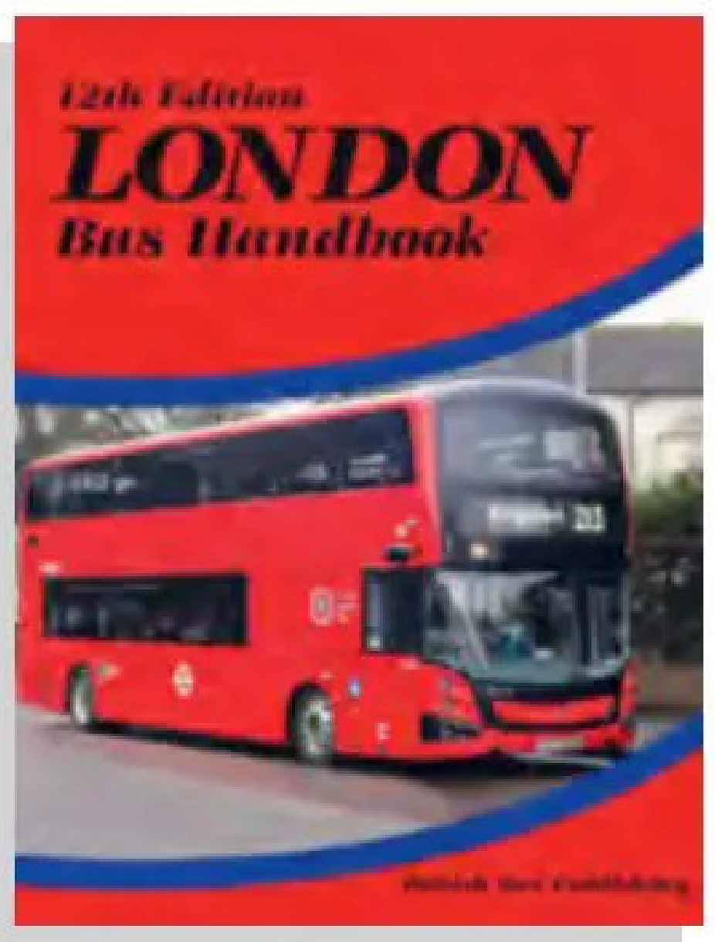

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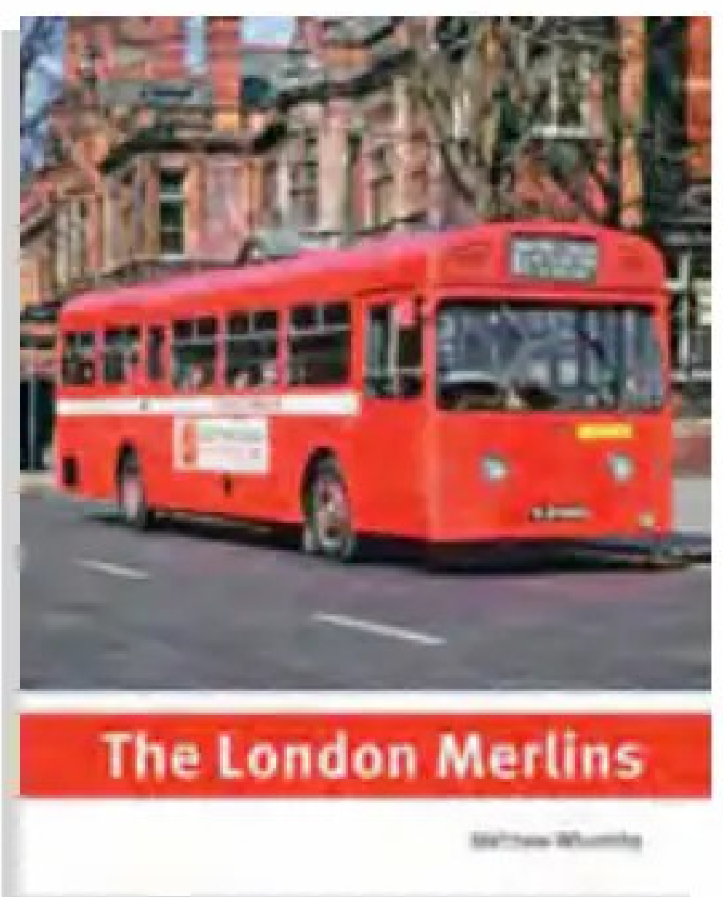

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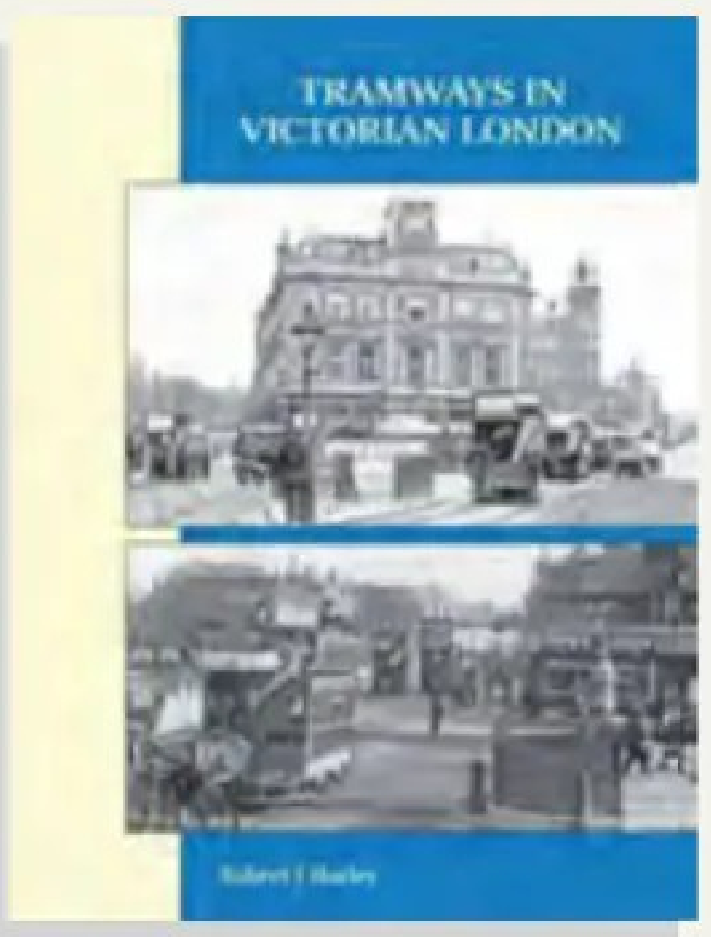

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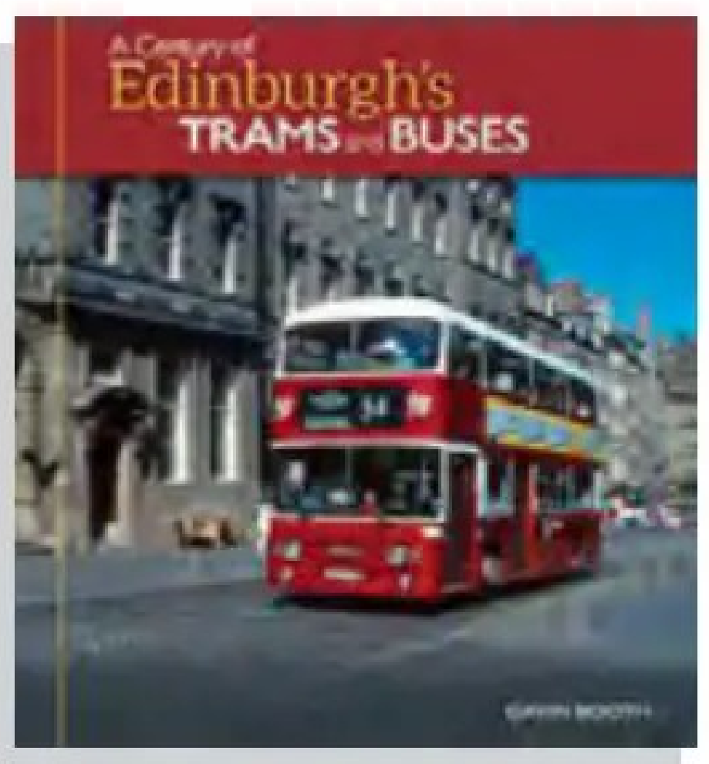

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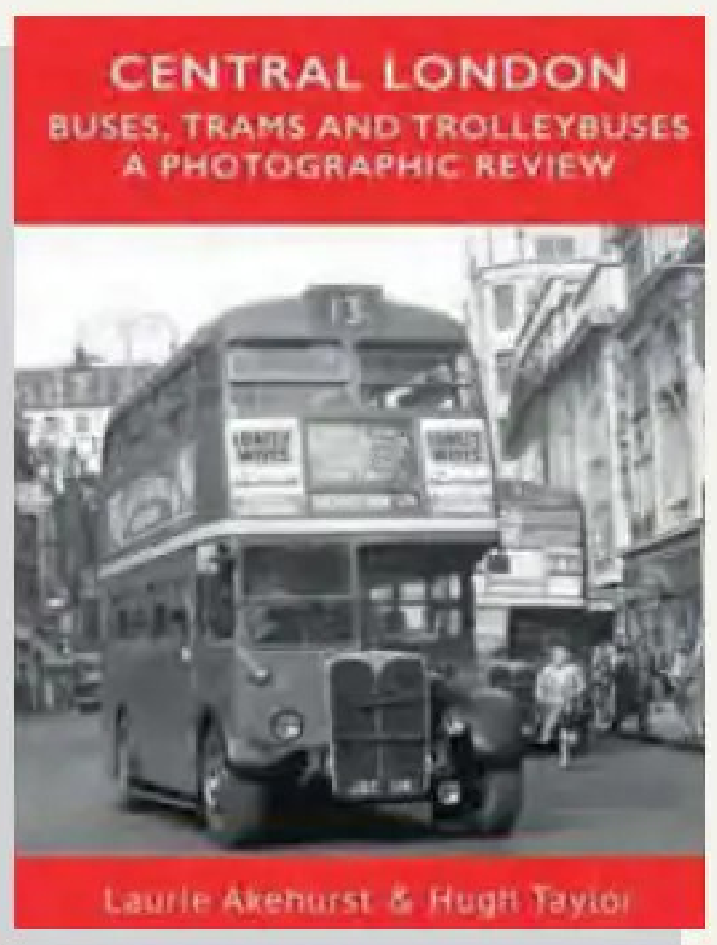

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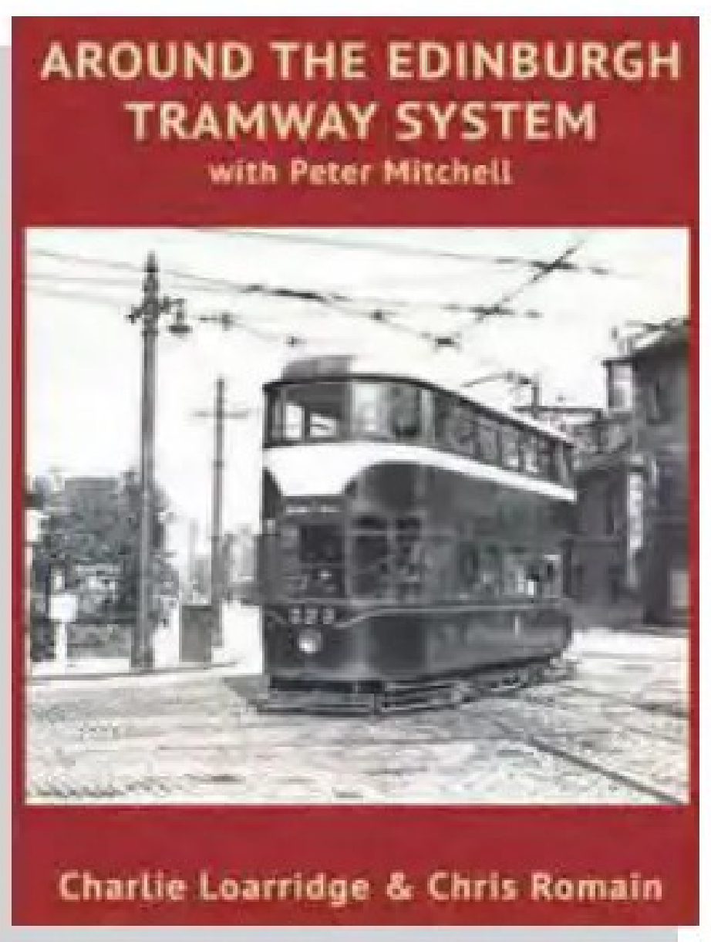

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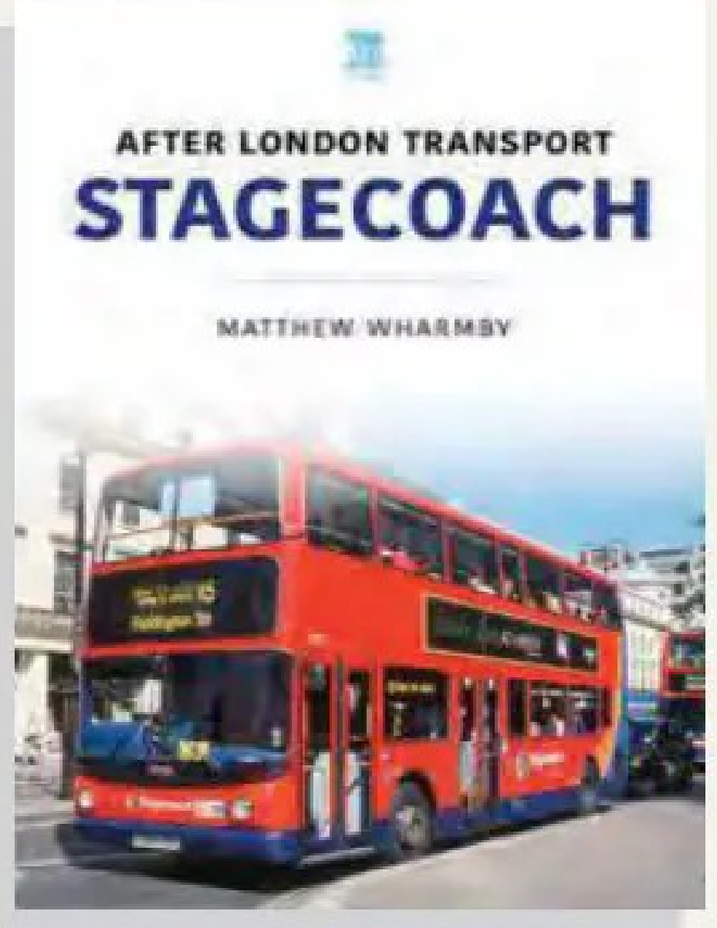

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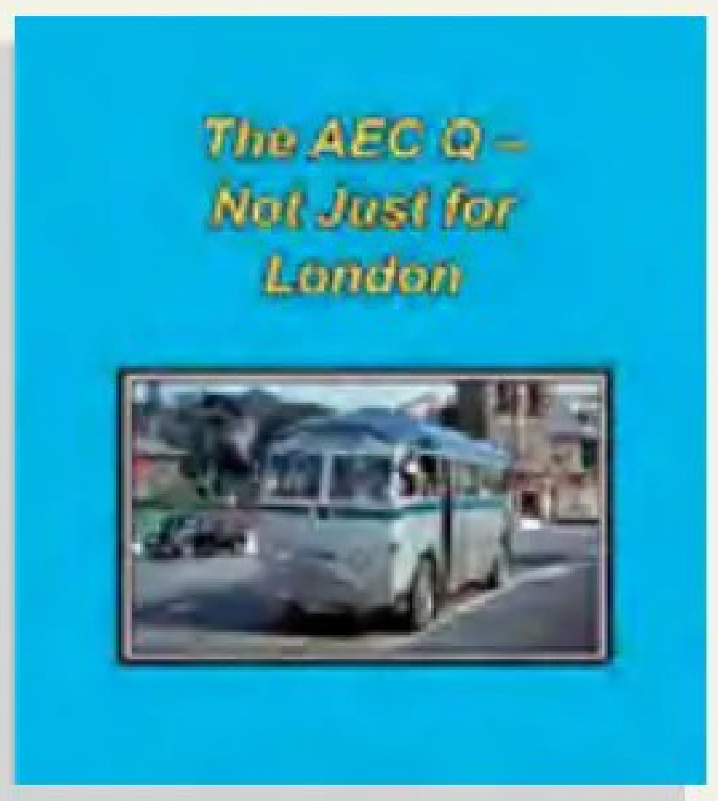

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